Weather
Continued mild and probably fine today. The maximum temperature yesterday was 63.6 and the minimum 34.8, the figures for the corresponding day last year being 54.4 and 28.

THE CHINA PRESS
大陸報

Today's paper consists of 36 pages in three sections

NO. 2284 VOL. VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年正月十六日 SHANGHAI SUNDAY, FEBRUARY 16, 1919 大正國年第三零拾號零拾號弐 20 CENTS

LEAGUE OF NATIONS COVENANT IS SUBMITTED TO PEACE CONFERENCE

COMMONS HEARS LLOYD GEORGE ON PEACE PROBLEMS

Allies Striving To Complete Treaty At Earliest Possible Moment

MAKING PROGRESS

Predicts Complete Agreement On Question Of Germany's West Frontier

LEAGUE IS NEEDED

Strongly Against Intervention In Russia; Says U.S. Won't Take Part

(Reuter's Agency War Service)

London, February 12.—In the House of Commons today Mr. Lloyd George, replying to the debate on the Address, emphasised that the Peace Conference is striving to get peace at the earliest possible moment.

Informal discussions were now proceeding with regard to Germany's western boundary and he was very sanguine that a complete agreement would be achieved.

With regard to the demands to be made against Germany, our demands respecting eastern territorial readjustments must be delayed until the Commission which is going to Poland has returned, as Alsace-Lorraine was sufficient warning of the danger of any mistake.

Mr. Lloyd George deprecated the slighting references made by some members of the League of Nations. Little nations were eager for the League while new nations like the Czecho-Slovaks and the Jugo-Slavs, which were being created, depended upon the League for their lives. The Premier pointed out that American opinion is not divided with regard to the desirability for the League of Nations. Mr. Taft was a pioneer in that matter, going further than President Wilson on the mandatory question. The Premier agreed that no nation ought to be committed to war by the League without an opportunity for considering the responsibility.

Against Intervention In Russia

A proposal to recognise the Bolsheviki or that they should attend the Peace Conference had never been made. Nevertheless without peace in Russia it would be useless for the Conference to dissolve claiming to have made the peace of the world. Some advocated intervention but no sane man after seeing the figures thereby involved would approve the enterprise. The military power of the Bolsheviki had grown strong and both we and Germany are too occupied to attack it. The second course suggested was support against the Bolsheviki. The Allies had already furnished guns, ammunition and equipment and given moral support but the burden of sending men would devolve upon the British and French as America refused to send men, money or materials.

The third course, brutal policy, was to let the fire burn itself out. Hence after all these suggestions had been considered, the experiment of a conference at Prinkipo was being tried, which the Premier defended on the ground that parleying with brigands and even assassins was well known on the Indian frontier as the alternative to despatching a costly expedition.

In conclusion Mr. Lloyd George said that Bolshevism could not last for ever and Great Britain would do her utmost to restore order and good government in that distracted country.

Premier In Long Statement

London, February 11.—In the House of Commons this afternoon the Premier delivered an important speech in the course of the debate on the Address, which was moved by Colonel Sir Rhys Williams, D. S. O., and seconded by Lieut.-Commander Dean, V. C.

Mr. William Adamson, Chairman of the Labor Party, expressed satisfac-

(Continued on Page 8)

Japan Is Threatening War If China Makes Secret Treaties Public

Associated Press Cable Declares Washington Has This News Officially

(Reuter's Agency War Service)

London, February 11.—The Associated Press correspondent at Washington telegraphs that, according to official diplomatic information arriving in Washington, Japan has virtually threatened war if China makes public the secret treaties concluded between China and Japan and fails to carry out the agreement to make Japan the successor of Germany in the property, concessions and rights held by Germany at the outbreak of the war in Europe.

The Associated Press correspondent adds that the attitude of Japan is causing grave apprehension to the representatives of the other Associated Powers. China is seeking to obtain the support of the United States and Great Britain.

It is stated that when the Chinese delegates arrived in Paris they reported that copies of the secret treaties had been stolen from their baggage while passing through Japan, consequently they are unable to make them public at the Peace Conference.

(American Wireless To Reuter)

San Francisco, February 14.—(Received at French Wireless Station).—An Associated Press despatch from Paris says: "It is not considered that the Chino-Japanese controversy or Japan's claim regarding the islands in the Pacific is likely to delay the formation of the League of Nations; it seems, probable, however, that these matters will be considered later by the League of Nations."

The Chinese peace delegation in Paris, the despatch further says, to meet the doubt cast on its authority to act as it has, made public cablegrams from the provincial legislature of Shantung and the Chinese Society for the League of Nations in Peking overwhelmingly in favor of the activities of the delegation. These telegrams further second the demand that there be a restoration to China of all of Shantung.

(Reuter's Pacific Service)

Peking, February 14.—On the 11th the Government received a telegram from the delegates in Paris asking for the disclosure of all secret Sino-Japanese documents and requesting the Government to forward any such which are not known to the delegates. Owing to the insistence of the President, the opposition of the minority of the members of the Peking Government was overcome and full details were telegraphed accordingly.

BRITISH MINERS REFUSE TERMS OF GOVERNMENT

Reject Them On Ground They Are No Reply To Federation's Demand

(Reuter's Agency War Service)

London, February 12.—At the conference of the Miners Federation at Southport the Chairman, Mr. Smillie, said that the Committee had unanimously decided against acceptance of the terms offered by the Government cabled yesterday evening.

The conference of the Miners Federation subsequently ratified the decision of the Executive Committee to reject the Government's terms and instructed the Executive to submit a proposal regarding the next step, with the object of pressing their demands.

The conference of the Miners Federation of Great Britain decided, by a majority of two to one, to exclude the press; hence the discussion of the Government's terms was held in private and a communique was subsequently issued merely stating that the Federation had passed a resolution "that the Government's terms are not a reply to our demands" and the meeting had ratified their rejection.

FRENCH AIRPLANES MAKE FLIGHTS CARRYING CARGO

Ten Machines Fly From Bourget To Maubeuge Carrying Clothes And Nails

(French Wireless)

Paris, February 14.—(Via Lyons and Koukaza). On February 11, ten aeroplanes flew from Bourget to Maubeuge carrying 900 kilos of warm clothing and nails. On February 12, eleven aeroplanes made the same trip, carrying 1,100 kilos of condensed milk, flour and nails.

-:- Back Again ! -:-

THE TRAVELER: "Und This Is The Very Place I Started From Almost Fifty Years Ago !"
— *Marcus in The New York Times*

Gunboat To Escort P. & O. Boats Taking Germans Homeward

The two P. and O. liners, the Nore and Novara, escorted by a British gunboat, will convey the first batch of enemy subjects to be deported from China. The batch will include all the enemy subjects ordered to be repatriated with the exception of the sick. The Teutons now interned in the various internment camps, will be placed on the gunboat, while the others will be given accommodations on the P. and O. vessels.

The Dutch Consul-General at Shanghai yesterday made a request in person on Mr. Ivan Chen, Commissioner of Foreign Affairs, to furnish the enemy subjects with passports for safe conduct and to give summer suits to those now interned to wear in tropical waters. After consulting Admiral Tsai Ting-kan, co-director of the Bureau of Repatriation of Enemy Subjects, Mr. Chen telegraphed to Peking for instructions.

Sick enemy subjects will not be required to be repatriated for the present, it is understood, but their condition must certified by the medical board specially appointed by the Bureau and established in the Telephone Building, 24 Kiangse Road. The board consist of Drs. S. A. Ransom, Walter B. Billinghurst and Hou Kwang-ti. Their office hours are 11 to 12 o'clock and 4 to 5 o'clock.

Up to yesterday reports from the various provinces show that over 1,200 Teutons are being sent to Shanghai to be deported. The provinces that have already reported are: Chihli, about 700; Chekiang, 89; Hupeh, over 200; Kiangsi, 184; Anhui, 4; Mokanshan, 17; Hangchow, 40; Kalgan, 2, and Heilungkiang, 38.

NEW PEKING BOND ISSUE

(Reuter's Pacific Service)

Peking, February 15.—The conditions of the new issued of short-term bonds are as follows:

Amount $40,000,000; bearing interest at 7 percent per annum; redeemable between 1920 and 1925; issue for the purpose of restoring the money market.

Jellicoe's Book Gives History Of Naval War

Germans Had Superiority In Several Parts Of Service, Says Former Commander

(Reuter's Agency War Service)

London, February 11.—Admiral Lord Jellicoe's book on the Grand Fleet has been published.

It describes the work of the fleet for the first two and a half years of the war and dwells on the dangers to which the fleet, short of cruisers and destroyers and with defenseless bases, was exposed owing to the enemy's use of submarines, mines and torpedoes, pointing out that the German High Seas fleet possessed eighty-eight destroyers compared with the Grand Fleet's forty-two. Lord Jellicoe reveals that owing to the submarine menace in the autumn of 1914 the Grand Fleet was moved to Lough Swilly and only returned to the North Sea when the anchorage at Scapa Flow had been rendered reasonably safe.

He says that neither in October, 1914, nor in May, 1916, did the British margin of superiority justify him disregarding the enemy's torpedo-fire. The position gradually improved after 1916, especially as the Allied cruiser and destroyer forces with the Grand Fleet increased steadily after the Battle of Jutland, considerably reducing the danger of successful torpedo attack, while the inclusion of the "K" class of submarines made it a probability that the enemy would suffer more severely from submarine attack than the British. He says with regard to 1918 that "the position was assured and we could have afforded to take risks which, in 1916, would have been most unwise. If the German fleet had come out to battle terrible punishment awaited them."

One-third of the book is devoted to the Battle of Jutland, summing up the lessons of which Admiral Lord Jellicoe dwells on "the danger involved in leaving too much to chance in a fleet action because our fleet was the one and only factor vital to the existence of the Empire, as indeed to the Allied cause. We had no reserve outside the battle-fleet which could in any way replace it in the event of disastor or even should its margin of superiority be eliminated. Moreover Lord Jellicoe knew that his ships were inadequately protected with armor compared to the German vessels of the battle-cruiser type while the German fleet engaged in the Battle of Jutland was far better off in destroyers in addition to their possession of the most efficient armor piercing shell.

When the battle-fleets approached at the Battle of Jutland there was a difference in reckoning between the British battle-fleet and the British battle-cruiser squadrons due to the latter being engaged for several hours and repeatedly altering their course. Hence, instead of the enemy being encountered right ahead, he appeared on the starboard bow of the battle-fleet. Instant action was necessary and Admiral Jellicoe decided to deploy on the port wing division, thus compelling the Germans to turn off to starboard to avoid being crossed. This masterly maneuver, as reviewers describe it, threw the enemy into complete confusion.

The German Admiralissimo realised that his only hope lay in escape, providing by his superiority in torpedo-craft, low visibility, the approach of darkness and the proximity of his bases and minefields. The enemy at this period fired hundreds of torpedoes, as German officers have since stated, and, though the Germans were in the gravest peril, the position of the Grand Fleet itself, menaced with determined torpedo attacks in thick weather, was not enviable. But the British fleet by four times turning in line-of-battle during the action cleared the torpedoes which were racing towards the British ships and defeated the tactics on which the Germans based their hopes. Admiral Jellicoe pays a tribute to the skill of his Captains handling their ships and thus avoiding the enemy's torpedoes and collisions while keeping their stations.

Lord Jellicoe explains why he did not seek a night action. He refers to the more powerful German searchlights, the superiority of the enemy in destroyers and the greater number of torpedo-tubes fitted in the enemy ships, giving the enemy an opportunity of scoring heavily at the outset of an action in which the result must always be a matter of chance.

After a careful estimate of the relative strengths of the two fleets early in the war, Lord Jellicoe expresses surprise that the enemy was so cautious and says: "If this country in the future decides to rely for safety against raids or invasions on the fleet alone it is essential that we possess a considerably greater margin of superiority over a possible enemy in all classes of vessels than in August, 1914."

Senate Passes Bill For Last War Loan For G.$6,000,000,000

(French Wireless)

Paris, February 14.—(Via Lyons and Koukaza). A message from Washington says that the Senate has ratified the Bill opening war credits totaling six billion dollars. This Bill will now be presented to President Wilson for signature.

MORE RUSSIAN PARTIES AGREE TO CONFERENCE

Esthonians, Letts, Lithuanians And Ukrainians Willing To Go To Prinkipo

(Reuter's Agency War Service)

London, February 12.—It is officially declared in Paris that the Esthonians, Letts, Lithuanians and Ukrainians have accepted the invitation to the Prinkipo Conference.

Wilson Leaves Paris Starting On Way Home

Official Farewell Given President By Poincare And French Peace Delegates

(French Wireless)

Paris, February 14.—(Via Lyons and Koukaza). The President of the United States left Paris this evening from the Gare des Invalides. President Poincare and the members of the French delegation to the Peace Conference were present to see him off. President Wilson will embark tomorrow at Brest for America on board the s.s. George Washington.

Allied Commission Is At Bremerhaven

(French Wireless)

Basle, February 14.—(Via Lyons and Koukaza). The Gazette learns from Bremerhaven of the arrival there, from Hamburg, of the French yacht ....., the British cruiser Diana, the American cruiser Chester and the British torpedo-boat Turnhuitt. On board these ships are the members of the Inter-Allied Mission headed by Captain Mosat and also the members of the mission which has been inspecting the merchant vessels at Hamburg.

CHARTER OF PEACE PUBLISHED IN FULL IN ITS FINAL FORM

First Meeting Of Delegates To Be Called By Wilson

ALLIES AS NUCLEUS

'Big Five' And Four Other States To Make Up Council

ARMAMENTS CUT

League Will Make War On Powers Disobeying Its Mandates

(Reuter's Agency War Service)

New York, February 14.—The following is the text of the Covenant on the League of Nations just received from the Peace Commission sitting in Paris:

Paris, February 14.—The following is the text of the Covenant of the League of Nations to be read at the plenary session of the Peace Commission this afternoon:

There will be a plenary session of the preliminary session of the Preliminary Peace Conference this afternoon at 3:30 o'clock at the Quai d'Orsay. The President of the United States, as Chairman of the Commission on the League of Nations, will read and explain the following report:

COVENANT

Preamble.—In order to promote international co-operation and secure international peace and security by the acceptance of obligations not to resort to war, by the prescription of open, just and honorable relations between nations, by the firm establishment of the understanding of international law as the actual rule of conduct among Governments and by the maintenance of justice and a scrupulous respect for all treaty obligations in the dealings of organised peoples with one another, the Powers signatory to this Covenant adopt this Constitution of the League of Nations.

DELEGATES TO MEET

Article I.—The action of the High Contracting Parties under the terms of this Covenant shall be affected through the instrumentality of a meeting of a body of delegates representing the High Contracting Parties, of a meeting at more frequent intervals of an Executive Council and a permanent international secretariat to be established at the seat of the League.

Article II.—Meetings of the body of delegates shall be held at stated intervals and from time to time, as occasion may require, for the purpose of dealing with matters in the sphere of action of the League. Meetings of the bodies of delegates shall be held at the seat of the League or at such other place as may be found convenient and shall consist of representatives of the High Contracting Parties. Each of the High Contracting Parties shall have one vote, but may not have more than three representatives.

MAKE-UP OF COUNCIL

Article III.—The Executive Council shall consist of representatives of the United States of America, the British Empire, France, Italy and Japan, together with representatives of four other States, members of the League. The selection of these four States shall be made by the body of delegates on such principles and in such manner as they think fit. Pending the appointment of these representatives of the other States, representatives ..... (blank left for names) shall be members of the Executive Council. Meetings of the Council shall be held from time to time, as occasion may require, and at least once a year, at whatever place may be decided on, or, failing any such decision, at the seat of the League or (?) affecting the peace of the world may be dealt with at such meetings. Invitations shall be sent to any Power to attend a meeting of the Council at which such matters directly affecting its interests are to be discussed and no decision taken at any meeting will

be binding on such Powers unless so invited.

WILSON TO CALL MEETING

Article IV.—All matters of procedure at meetings of the body of delegates or the Executive Council, including the appointment of committees to investigate particular matters, shall be regulated by the body of delegates or the Executive Council and may be decided by a majority of the States represented at the meeting. The first meeting of the body of delegates and of the Executive Council shall be summoned by the President of the United States of America.

PERMANENT SECRETARIAT

Article V.—The permanent secretariat of the League shall be established at ....., which shall constitute the seat of the League. The secretariat shall comprise such secretaries and staff as may be required, under the general direction and control of a Secretary-General of the League, who shall be chosen by the Executive Council. The secretariat shall be appointed by the Secretary-General, subject to confirmation by the Executive Council. The Secretary-General shall act in that capacity at all meeting of the body of delegates or of the Executive Council. The expenses of the secretariat shall be borne by the States—members of the League—in accordance with the apportionment of the expenses of the International Bureau of the Universal Postal Union.

DIPLOMATIC PRIVILEGES

Article VI.—The representatives of the High Contracting Parties and of those of the League, when engaged in the business of the League, shall enjoy diplomatic privileges and immunities and the buildings occupied by the League or its officials or the representatives attending the meetings shall enjoy the benefits of extra-territoriality.

ADMISSION TO LEAGUE

Article VII.—Admission to the League of States not signatories to the Covenant and not named in the Protocol hereto as States to be invited to adhere to the Covenant, requires the assent of not less than two-thirds of the States represented in the body of delegates and shall be limited to fully selfgoverning countries, including dominions and colonies. No State shall be admitted to the League unless it is able to give effective guarantees of its sincere intention to observe its international obligations and unless it shall conform to each principle as may be prescribed by the League in regard to its naval and military forces and armaments.

TO REDUCE ARMAMENTS

Article VIII.—The High Contracting Parties recognise the principle that the maintenance of peace will require the reduction of national armaments to the lowest point consistent with national safety and the enforcement by common action of international obligations, having special regard to the geographical situation and circumstances of each State; and the Executive Council shall formulate plans for effecting such reduction. The Executive Council shall also determine for the consideration and action of the several governments what military equipment and armaments is fair and reasonable in proportion to the scale of forces laid down in the program of disarmament and these limits when adopted shall not be exceeded without the permission of the Executive Council. The High Contracting Parties agree that the manufacture by provincial enterprise of munitions and implements of war lends itself to grave objection and direct the Executive Council to advise how the evil effects attendant upon such manufacture can be prevented, due regard being paid to the necessities of those countries which are not able to manufacture for themselves the munitions and implements of war necessary for their safety. The High Contracting Parties undertake in no way to conceal from each other the conditions of such of their industries as are capable of being adapted to war purposes or the scale of their armaments, and agree that there shall be full and frank interchange of information as to their military and naval programs.

Article IX.—A permanent commission shall be constituted to advise the League on the execution of the provisions of article VIII and on military and naval questions generally.

GUARANTEE EACH NATION

Article X.—The High Contracting Parties shall undertake to respect and preserve, as against external aggression, the territorial integrity and existing political independence of all States—members of the League. In case of any such aggression or in case of any threat or danger of such aggression, the Executive Council shall advise upon means by which the obligations shall be fulfilled.

SAFEGUARDING OF PEACE

Article XI.—Any war or threat of war, whether immediately affecting any of the High Contracting Parties or not, is hereby declared a matter of concern to the League and the High Contracting Parties reserve the right to take any action that may be deemed wise and efficient to safeguard the peace of nations. It is hereby also declared and agreed to be the friendly right of each of the High Contracting Parties to draw the attention of the body of delegates or of the Executive Council to any circumstance affecting international intercourse which threatens to disturb international peace or the good understanding between nations upon which peace depends.

SETTLEMENT OF DISPUTES

Article XII.—The High Contracting Parties agree that should disputes arise between them which cannot be adjusted by the ordinary processes of diplomacy, they will in no case resort to war without previously submitting the questions and matters involved either to arbitrations or to inquiry by the Executive Council and until three months after the award by the arbitrators or recommendations by the Executive Council and that they will not even then resort to war as against a member of the League which complies with the award of the arbitrators or the recommendation of the Executive Council. In any case, under this article, the award of the arbitrators shall be made within a reasonable time and the recommendation of the Executive Council shall be made within six months after the submission of the disputes.

SUBMIT TO ARBITRATION

Article XIII.—The High Contracting Parties agree that whenever any dispute or differences shall arise between them which they recognise to be suitable for submission to arbitration and which cannot be satisfactorily settled by diplomacy they will submit the whole matter to arbitration. For this purpose the court of arbitration to which the case is referred shall be the court agreed on by the parties or stipulated in any convention existing between them. The High Contracting Parties agree that they will carry out in full good faith any award that they may be ordered. In the event of any failure to carry out the award the Executive Council shall propose what steps can best be taken to give effect thereto.

INTERNATIONAL COURT

Article XIV.—The Executive Council shall formulate plans for the establishment of a permanent court of international justice and this court shall, when established, be competent to hear and determine any matter which the parties recognise as a subject for submission to it for arbitration under the foregoing article.

HOW TO SUBMIT CASES

Article XV.—If there should arise between States, members of the League, any dispute likely to lead to a rupture which is not submitted to arbitration as above, the High Contracting Parties agree that they will refer the matter to the Executive Council; either party to the dispute may give notice of the existence of the dispute to the Secretary-General, who will make all necessary arrangements for a full investigation and consideration thereof.

For this purpose the parties agree to communicate to the Secretary-General as promptly as possible statements of their cases with all the relevant papers and the Executive Council may forthwith direct the publication thereof. Where the efforts of the Council lead to the settlement of the dispute, a statement shall be published indicating the nature of the dispute and the terms of settlement, together with such explanations as may be appropriate. If the dispute has not been settled, a report by the Council shall be published setting forth within all necessary facts and explanations and the recommendations which the Council think just and proper for the settlement of the dispute. If the report is unanimously agreed to by the members of the Council, other than the parties to the dispute, the High Contracting Parties agree that they will not go to war with any party which complies with the recommendations and that, if any party shall refuse so to comply, the Council shall propose measures necessary to give effect to the recommendations. If no such report can be made it shall be the duty of the majority and the privilege of the minority to issue statements indicating to what they believe to be the facts and containing the reasons which they consider to be just and proper.

The Executive Council may in any case under this article refer the dispute to the body of delegates. The dispute shall be so referred at the request of either party to the dispute, provided that such request must be made within fourteen days after the submission of the dispute. In a case referred to the body of delegates the provisions of this article and of Article XII relating to the action and powers of the Executive Council shall apply to the action and powers of the body of delegates.

TO ENFORCE ITS ORDERS

Article XVI.—Should any of the High Contracting Parties break or disregard its covenants under Article XII it shall thereby, ipso facto, be declared to have committed an act of war as against all other members of the League, which hereby undertakes immediately to subject it to severance of all trade or financial relations and the prohibition of all intercourse between their nationals and the nations of the covenant-breaking State and the prevention of all financial, commercial or personal (? relations with the) nationals of any other State, whether a member of the League or not. It shall be the duty of the Executive Council in such cases to recommend what effective military or naval force the members of the League shall severally contribute to the armed forces to be used to protect the covenants of the League. The High Contracting Parties agree further that they will mutually support one another in the financial and economic measures which may be taken under this article, in order to minimise the loss and that they will mutually support one another in resisting any special measures aimed at one of their number by the covenant-breaking State and they will afford passage through their territory to the forces of any of the High Contracting Parties who are co-operating to protect the covenants of the League.

FOR NON-MEMBERS

Article XVII.—In the event of disputes between one State, a member of the League, and another State which is not a member of the League or between States not members of the League, the High Contracting Parties agree that the State or States not members of the League shall be invited to accept the obligations of membership as the Executive Council may deem just, and upon acceptance of any such invitation, the above provisions shall be applied with such modification as may be deemed necessary by the League. Upon such indication being given the Executive Council shall institute inquiry into the circumstances and merits of the dispute and recommend steps to be taken as seem to be best and effectual. In the event of a Power so invited refusing to accept the obligations of membership in the League for the purpose of a dispute which, in the case of a State member of the League, would constitute a breach of Article XII, the provision of Article XIV shall be applicable as against the State taking such action. If both parties to the dispute when so invited refuse to accept the obligations of membership in the League for the purpose of such dispute the Executive Council may take such action and make such recommendations that will prevent hostilities and will result in the settlement of the dispute.

MUNITIONS SUPERVISION

Article XVIII.—The High Contracting Parties agree that the League shall be entrusted with general supervision of the trade in arms and ammunition with the countries in which control of this traffic is necessary to the common interest.

REGULATION OF COLONIES

Article XIX.—To those colonies and territories which, as a consequence of the late war, have ceased to be under the sovereignty of the states which formerly owned them and which are inhabited by peoples not yet able to stand by themselves under the strenuous conditions of the modern world there has been applied the principle that the wellbeing and development of such peoples form a sacred trust of civilisation and that securities for the permanence of this trust should be embodied in the constitution of the League.

The best method of giving practicable effect to this principle is that the tutelage of such peoples should be entrusted to advanced nations who, by reason of their resources, by experience and by their geographical position can best undertake the responsibility and that this tutelage should be accepted by them as mandatories on behalf of the League. The characters of the mandate must differ according to the state of the development of the people, the geographical situation of the territory, the economic conditions and other similar circumstances.

Certain communities formerly belonging to the Turkish Empire have reached a stage of development that their existence as independent nations can be provisionally recognised, subject to the rendering of advice towards development and assistance by a mandatory power until such time as they are able to stand alone. The wishes of these communities must be a principal condition in the selection of the mandatory power.

Other peoples, especially those of Central Africa, are at such a stage that the mandatory must be responsible for the administration of the territory subject to conditions which will guarantee freedom of conscience or religion, subject only to the maintenance of public order and mora's, the prohibition of abuses such as the slave-trade, the arms traffic and the liquor traffic, and the prevention of the establishment of fortifications or military or naval bases and of military training of the natives for other than police purposes, and the defense of territory and will also secure equal opportunities for the trade and commerce of other members of the League.

There are territories, such as Southwest Africa and certain South Pacific Islands, which, owing to the sparseness of their population, or their small size or their remoteness from the centers of civilisation, or their geographical contiguity to the mandatory State, and other circumstances, can be best administered under the laws of the mandatory State as integral portions thereof, subject to the safeguards above mentioned in the interest of the indigenous population. In every case of mandates the mandatory State shall render to the League an annual report in reference to the territory committed to its charge. The degree of authority, control or administration to be exercised by the mandatory State shall, if not previously agreed upon by the High Contracting Parties in each case, be explicitly defined by the Executive Council in a special act or charter. The High Contracting Parties further agree to establish at the seat of the League or Mandatory Commission to receive and examine the annual reports of the mandatory Powers, and to assist the League in ensuring the observance of the terms of all mandates.

PERMANENT LABOR BUREAU

Article XX.—The High Contracting Parties will endeavor to secure and maintain fair and humane conditions of labor for men, women and children, both in their own countries and in all countries to which their commercial and industrial relations extend: and to that end agree to establish as part of the organisation of the League a permanent Bureau of Labor.

FREEDOM OF COMMERCE

Article XXI.—The High Contracting parties agree that provision shall be made through the instrumentality of the League to secure and maintain freedom of transit and equitable treatment for the commerce of all States, members of the League, having in mind, among other things, special arrangements with regard to the necessities of the regions devastated during the war of 1914-1919.

INTERNATIONAL BUREAUS

Article XXII.—The High Contracting Parties agree to place under the control of the League all international bureaus already established by general treaties if the parties to such treaties consent. Fundamentally, they agree that all such international bureaus to be constituted in future shall be placed under control of the League.

TO REGISTER TREATIES

Article XXIII.—The High Contracting Parties agree that every treaty or international engagement entered into hereafter by any State, member of the League, shall be forthwith registered with the Secretary-General and as soon as possible published by him and that no such treaties or international engagement shall be binding until so registered.

RECONSIDERING TREATIES

Article XXIV.—It shall be the right of the body of delegates from time to time to advise the reconsideration by States, members of the League, of treaties which have become inapplicable, and other international conditions of which the continuance may endanger the peace of the world.

OLD TREATIES ABROGATED

Article XXV.—The High Contracting Parties severally agree that the present Covenant is accepted as abrogating all obligations inter se which are inconsistent with the terms thereof and solemnly engage that they will not hereafter enter into any engagement inconsistent with the terms thereof. In case any of the Powers signatory hereto and subsequently admitted to the League shall, before becoming a party to this Covenant, have undertaken any obligations which are inconsistent with the terms of this Covenant, it shall be the duty of such Power to take immediate steps to procure its release from such obligations.

RULE FOR AMENDMENTS

Article XXVI.—Amendments to this Covenant will take effect when ratified by the States whose representatives compose the Executive Council and by three-fourths of the States whose representatives compose the body of delegates."

French Fear League's Power To Defend Them

(American Press Wireless)

Paris, February 12.—With the French insisting on broad military features of the League of Nations after agreement had been reached on the questions of disarmament and conscription and President Wilson opposing the French plan to deny Germany raw materials and economic assistance, the deadlock delaying the final draft of the League of Nations continues.

The atmosphere, nevertheless, is clearer after the upheavals of the past few days. Certain compromises have necessitated some changes in the League plan, though these have not weakened the idea of abolishing for all time the dreaded specter of militarism from the lives of Europe's suffering peoples. The French cannot be convinced, even by the Powers' assurances, that the League can protect them. Their stand is based on the theory that physical shields are better than moral or commercial safeguards, which will be provided by the League.

The abandonment of the old doctrines of balances of power and heavy armaments means the forsaking of the chief tenets of French Governmental policies of centuries. The American and British delegates have made it plain that the French will be protected commercially and assisted, but such aid means the breakdown of old French trade policies. Assurances of square dealing are of little effect.

Germans Getting Arrogant

That the Allies must soon place a bridging yoke on German arrogance is apparent in view of the official effrontery of Germany in her relations with the Allies and towards the peace and armistice terms. The idea that the next armistice should be the final military section of the peace pact is growing. The armistice will remove all doubt concerning Germany's impotence and will force the Germans to take second though about resisting the peace terms.

SIBERIA RAIL AGREEMENT PUT BEFORE OTHER ALLIES

Text Is Now In Hands Of Britain, France And Italy

(Reuter's Pacific Service)

Tokio, February 14.—Reuter's representative is reliably informed that the agreement between Japan and America concerning the Siberian railways has been concluded, the text is now before Great Britain, France and Italy and it is expected that it will be published soon.

Budget For Japan Advanced To Peers

Sakatani In Speech Asks Members To Pass Appropriations For Education

(Reuter's Pacific Service)

Tokio, February 14.—The budget passed the House of Representatives yesterday evening and was sent to the House of Peers this morning.

Baron Takahashi, introducing it, repeated the speech he made in the House of Representatives.

Baron Sakatani, interpellating, spoke of the gratification he felt at the size of the appropriations for education, which are unprecedented and form a special feature of the budget. He then asked if the Government is prepared to adopt and follow the suggestions embodied in the memorandum presented by the special commission on education by renouncing the existing tendencies of attaching more importance to form than spirit.

Baron Takahashi replied in the affirmative, circumstances permitting.

The attention of the nation is concentrating on education to cope with the new tendencies accentuated by the war.

Meeting To Protest German Cruelties

Members Of British Community To Pass Resolutions On Enemy Treatment Of Prisoners

Britishers in Shanghai will hold a public meeting at the Town Hall next Monday at 6 p.m. to pass a resolution to protest against the awful cruelties inflicted by Germans on Allied prisoners. Another resolution will be submitted for approval to express the thanks of the community to the Peking Government for having decided to repatriate the enemy subjects.

Koltchak Inspects Organisation In Rear

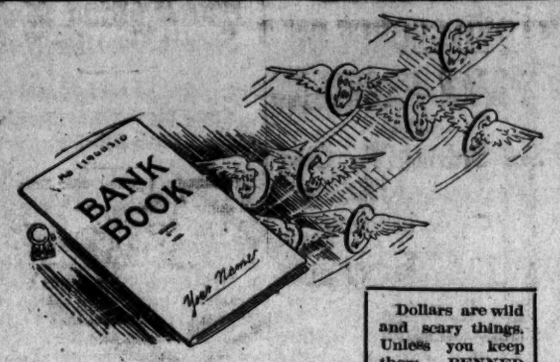
General Gaida, Czech Commander, Presented With Title Of Honorary Cossack

(Reuter's Pacific Service)

Harbin, February 14.—According to the Russian Telegraph Agency, the head of the Siberian Government, Admiral Koltchak, has arrived at Cheliabinsk to inspect the organisations in the rear of the army. He was met by a deputation of the local authorities and inhabitants and the town was decorated with the national flags.

General Gaida recently received a deputation of officers of the Cossacks in the Enisey region, which thanked the General for clearing the Bolsheviki from their territory and declared that they are ready to follow the first appeal of the chief of the Siberian army and move their regiment wherever necessary. The deputation presented General Gaida with a silver Cossack sword and saddle, asking him to accept the title of Honorary Cossack.

General Horvath arrived here at midnight yesterday and will remain for a few days. It is understood that the object of his arrival is to meet the Allied officials on their way from Siberia.



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Mrs. E. S. Kadoorie Dies As Flames Sweep Home

Is Trapped On Upper Floor And Suffocated While Attempts At Rescue Fail

Trapped by flames and evidently bewildered and confused by smoke, Mrs. E. S. Kadoorie, one of the most prominent members of the local Jewish community, died of asphyxiation yesterday morning in a fire which swept through the Kadoorie home at 161 Bubbling Well Road, entailing narrow escapes on the part of other members of the family.

The fire broke out shortly before 5 a.m. in a reading room on the ground floor at the east side of the building and was discovered by Chinese servants, who gave the alarm. The flames must have spread with terrific rapidity for by the time the occupants of the first floor were aroused the stairway in the middle of the house was so filled with smoke and the heat was so intense that exit that way was impossible. Mr. and Mrs. Kadoorie occupied a room at the southwest corner of the residence, their two sons, Laurance and Horace, sleeping in the two rooms adjoining to the east and Miss Lily Negus, a companion of Mrs. Kadoorie, sleeping in a room across the corridor from Mr. and Mrs. Kadoorie's bedroom. Mr. and Mrs. Kadoorie went first to awaken their sons, but found that they had already been aroused by the Chinese amah. The smoke was intense and Mrs. Kadoorie's action following the trip to her sons' rooms is not known. The other members of the family eventually found themselves on the verandah on the south side of the house and it was then discovered that Mrs. Kadoorie was missing. Both of the sons went back into the house in an attempt to find her, Laurence having his hands and arms burned and bruised during the search, but no trace of her could be found. Mr. Kadoorie was only restrained from rushing back into the house by his sons and the three were eventually rescued from the verandah by means of a ladder erected by the compound coolies. A ladder was then taken around to Miss Negus' room and she was assisted to the ground.

The fire was reported to the Brigade by a foreigner who saw the smoke and the No. 7 Company was soon on the scene, finding flames belching from the windows downstairs. The Deluge Company arrived soon after. It was immediately reported that Mrs. Kadoorie was missing and a search was begun. With the fire at its height Chief Officer Pett, Department Assistant, H. Upton and Foreman Clay, of the Victoria Company, and others of the Brigade, made their way to the first floor and searched the rooms, several of the men being overcome. No trace of the missing woman could be found and it was some minutes later that Mr. Pett, who with Mr. Upton forced his way up the main stairway, located the body in a small linen or clothes room at the head of the stairs. The door to the room is directly opposite that of Mrs. Kadoorie's room and just next to the staircase and it is thought that, confused by the smoke, she might have turned into it by mistake and been overcome by the smoke before she could retreat. The body was immediately taken to another room and artificial respiration tried, but without avail and when Dr. Jackson arrived life was already extinct.

Mrs. Kadoorie's death came as a severe shock to the entire Jewish community here as well as to the community at large. She was one of the leaders of her community and was known and loved here and in many other parts of the world for her charitable works. In Shanghai she was in charge of the Jewish Communal Association's charities and was also responsible for much charity work done privately among the poor.

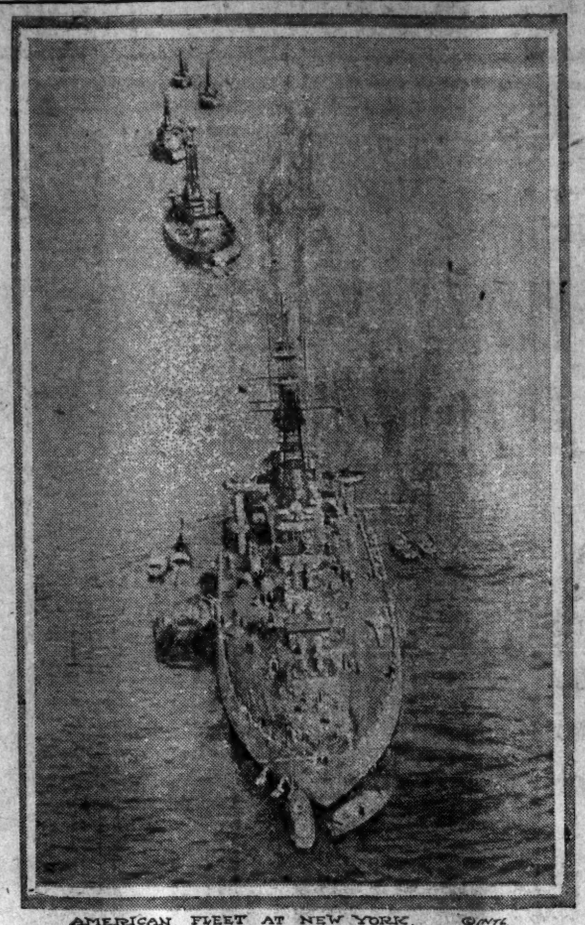
Mrs. Kadoorie was the daughter of a well known London Jewish family and was the niece of Mr. F. D. Mocatta, noted for his philanthropies. She is survived by her husband, Mr. E. S. Kadoorie, who is very well known throughout the East, and by her two sons, Laurance and Horace, aged 19 and 17.

The funeral will take place at noon today at the Jewish Cemetery on Mohawk Road, the cortege leaving the residence at 161 Bubbling Well Road, at 11:30 a.m.

The cause of the fire is as yet unknown. A fire was kept in the salamander in the reading room, where the blaze is believed to have originated, but it is not thought that the flames were started by this and one of the sons who was in the room shortly before midnight stated that everything was in order at that time and that no one had been smoking in the room.

The house, which is the property of Mr. George Potts, is insured to the amount of Tls. 40,000 but there was considerable damage to the lower rooms. The fire was pretty well confined to the east rooms, the reading room and dining room suffering most. Mr. Potts' large collection of silverware was severely scorched and the two rooms named were practically gutted, some fine carved furniture and woodwork being destroyed. Other parts of the house on the ground floor were badly scorched by the heat and blackened by smoke and two rooms upstairs and the corridor were somewhat damaged.

Remarkable Picture Of American Fleet Taken From Aeroplane



AMERICAN FLEET AT NEW YORK. ©INTL

A remarkable photograph taken from an aeroplane, showing part of the returned American fleet riding at anchor in the North River, New York. In the foreground is shown the dreadnaught New York, with other vessels of the battle fleet lined up in the background.

CHINA PEACE PARLEYS NOW DEFINITE PROSPECT

Chu Chi-chien, Northern Chief Delegate, Will Arrive Tomorrow

The China peace conference yesterday became a definite prospect, when Chu Chi-chien, the chief delegate of the North, sent a telegram to Tang Shao-yi, chief Southern delegate, to the effect that he would arrive in Shanghai from Nanking Monday morning.

As Mr. Chu's delay in coming to Shanghai has been the chief reason for the delay in opening the conference, it is hoped now that the meeting will be under way by the middle of the week. Mr. Chu in his telegram to Mr. Tang expressed himself as also anxious to have the meeting take place as soon as possible. He said:

"I fully agree with you that the conference should be convened at an early date. Instructions have been given to expedite all necessary preparations."

The Shensi question still remains unsettled, however, and may be an obstacle to an amicable settlement. Great disappointment is felt by the Constitutionalist faction at the failure of Peking unequivocally to declare its intentions concerning the issue. The Southern side wants a definite answer to its charges that the armistice is being violated by the North and a definite statement as to what is to be done about it.

The general offices of the Southern Peace Delegates and their secretarial staff yesterday were installed in the premises of the Yu Yuen Gardens at No. 1 Yu Yuen Road.

TO MEDIATE IN SHENSI

(Reuter's Pacific Service)

Peking, February 15.—The Government has agreed to the proposal made by Mr. Tang Shao-yi to nominate Chang Yun-chi as mediator in the Shensi military troubles.

The Living Buddha Sends Delegate To Shanghai

The Living Buddha's representative to the China peace conference, Mr. Huang Ching-yu, arrived in Shanghai yesterday and is residing at 15 Markham Road. In a telegram to the Northern and Southern Peace Delegations from Wutanshan, the Living Buddha said: "We, the Great National Teacher, together with the priests of all Mongolia, endorse your peace movement."

Sailors Entertained At Navy Y.M.C.A.

Sailors from the U. S. S. Wilmington, which returned to port last week, and from the U.S. gunboat Quiros were entertained at the Navy Y.M.C.A. last night by a committee of ladies of the American community, assisted by the secretaries of the Y.M.C.A.

There was an entertaining program of games and music, and the evening was topped off with the serving of coffee, homemade cakes and other refreshments.

AMERICAN SONG SERVICE

The Reverend C. L. Boynton, statistical secretary of the China Continuation Committee, will address the American Song Service at the Palace Hotel this afternoon at five o'clock. Mrs. F. D. Drake will sing.

JEWISH BENEFIT TONIGHT

A benefit concert for Cantor E. M. Frankel of Baku will be given at the Isis Theater tonight. There will be a program of Jewish music, songs in English and Yiddish by Cantor Frankel and a chorus, and a comedy in English, "Thirty-three Next Birthday," by local talent. The program follows:

I. Hatikwa and Hurrah for Zion's Flag (National songs) Degel makhne yehudo by orchestra and chorus.

II. A comedy in English "Thirty-three Next Birthday."

III. English and Yiddish Songs by Cantor Frankel and chorus.

IV. Orchestra — Selections from Jewish operas: Achashveresh, Barkochba, and Downfall of Jerusalem: conducted by Cantor E. M. Frankel.

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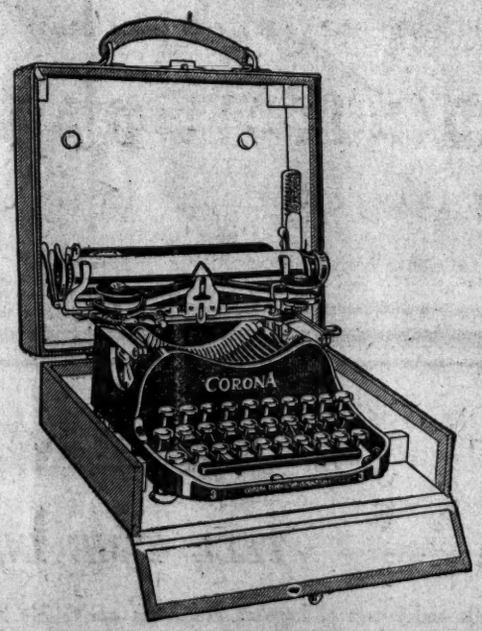

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"SHOULDER ARMS"

A MUDDY TRAGEDY OF TRENCH LIFE

COOTIES — FLOODS — CAMOUFLAGE

SEE Charlie's idea of how to kill the Huns.
How Charlie gets even with the cooties.
This great comedian in his great topical comedy. **SEE**

EGG BEATER—FOOT-TUB—RAT-TRAP

CHAPLIN SOLDIER WEAPONS IN BIG BATTLES

"Take these feet in," commands the sergeant, "In where?" asks Doughboy Charlie Chaplin. And then the trouble begins in "Shoulder Arms," his second million dollar picture.

"Where did you get that wounded hand?" asks the pretty French girl.
"I was leaning against a barrage when it lifted, and I overbalanced and fell," answers Doughboy Charlie Chaplin in "Shoulder Arms."

"What do you mean?" demands the irate lieutenant of Doughboy Charlie Chaplin as he stands, firing his rifle at the enemy, his face turned to the rear.
"I hate him so I can't look at him," answers Charlie.

3 REELS OF SCREAMS ROARS AND YELLS 3

This Production—The Second Million Dollar Film—is shown now ahead of the first, on account of its topical nature.

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His subjects are legion!
Soldiers of the trenches, fresh from battle, have their visions of Hun-born pain, suffering and wanton destruction dissolved by his antics on the dug-out screens.
To those who bear another burden of war—the waiting, the uncertainty and fears—he brings bleassed relief, precious minutes of respite.
His genius is for all ages and all classes! It speaks all tongues!
His penalty for homage is a smile, a grin, a laugh.
His halo is a rosy light of laughter.
And he calls himself Charlie Chaplin.
From a Soldier, A. E. F.

PRICES OF ADMISSION: CIRCLE, $2.00; PIT AND STALLS, $1.00

INTERNATIONAL ARMY FOR FRANCE IS ASKED

Should Be Stationed There To Enforce League Of Nations Rule, Says M. Bourgeois

(Reuter's Agency War Service)

Paris, February 12.—At the meeting of the Allied Conference, M. Bourgeois, a French delegate, moved an amendment to create an international military force to enforce the decisions of the League of Nations. It is understood that M. Bourgeois urged that the international military force should be stationed in France as the strategic center of Europe and the most immediately threatened nation.

This introduces a formidable question just when the Commission has completed its work and is considering a plenary session for the final adoption of the project for a League of Nations. Several representatives maintained that M. Bourgeois' proposal, if adopted, would be unconstitutional for some countries.

The Supreme War Council today decided the conditions for the renewal of the armistice.

London, February 11.—An official communique from Paris today says that the Supreme Economic Council, which the Supreme War Council on Saturday agreed to establish, decides immediate economic questions during the period of the armistice and should not be confused with the proposed Economic Mission, which will advise the Peace Conference regarding the treatment of economic questions affecting the terms of peace.

Paris, February 12.—M. Hymans, the Belgian Minister for Foreign Affairs, today presented the claims of Belgium before the Peace Conference Committee.

Belgium desires the abrogation of the treaties providing for an attitude of neutrality and demands the rectification of the Dutch-Belgian frontier, the freedom of navigation in the estuary of the Scheldt from Antwerp to the sea by the restitution to Belgium of the Dutch zone on the left bank of the West Scheldt, also the portion of Dutch Limburg along the right of the Meuse from Maastricht to Roermonde and also the return of the German districts of Montjoie and Malmedy, the population of which is purely Walloon and was Belgian until 1815.

M. Hymans submitted that Luxemburg should elect to join France or Belgium in order to guard against a repetition of the German invasion. He did not refer to the Belgian-Congo question.

London, February 12.—Reuter's Agency learns that there is no truth in the statement emanating from Paris that the British and American delegates have agreed to the creation of an International army and navy.

Paris, February 13.—It is expected that the differences between Italy and Greece with regard to the Adriatic and Asia Minor will shortly be settled. Italy is willing to renounce certain rights guaranteed to her by the treaty concluded in 1915 in return for compensation.

There are no signs of a settlement of the differences between the Italians and Jugo-Slavs, chiefly owing to the unwillingness of the Italians to surrender Fiume.

It is understood that Italian troops will be sent to Konieh, in the Vilayet of Adalia, and possibly through Armenia to the Black Sea coast. If so, it is probable that Greek troops will be authorised to occupy Smyrna and the Vilayet of Aidin. If Italy were offered the mandate for the administrative burden she would be given effective control of the Heraclea coal basin.

(American Press Wireless)

Paris, February 11.—The personal irritation which developed between M. Clemenceau and President Wilson over the question of France's securities caused the report yesterday that President Wilson intended to insist on the transfer of the Peace Conference to another capital. Continued criticism of President Wilson by the French press, coupled with references by M. Clemenceau in the Five Powers Conference to the unsatisfactory character of the President's theories caused what yesterday appeared to be a critical situation, but today tempers are all reported to have abated.

Peking To Suppress All Traffic In Drugs

(Reuter's Pacific Service)

Peking, February 15.—President Hsu Shih-chang has informed the Cabinet that further measures must be adopted to suppress the opium and morphine traffic, for which purpose further mandates will shortly be issued.

News Brevities

Bishop Molony was among the passengers who arrived from Ningpo yesterday.

* * *

Shareholders of the Permata Rubber Estate, Ltd., will hold their annual meeting at the Chamber of Commerce rooms on the afternoon of February 20 at 4:30 o'clock.

* * *

A dividend of Taels 4 per share for the year 1918 will be recommended by the directors of the Shanghai and Hongkew Wharf Co. at its meeting on March 11.

* * *

British subjects are informed that they must produce a certificate of identity, which may be obtained from the British Consulate-General, in order to secure tickets on the Shanghai-Nanking or Shanghai-Hangchow Railway or for inland steam launch routes. These certificates must bear the photograph of the holder. The rule will be enforced beginning tomorrow.

* * *

The Zimro Sextet will give a grand concert on behalf of the British Women's Work Association February 25 at the residence of Lady Fraser, wife of the British Consul-General. Tea will be served at 4:30 o'clock and the musical program will begin at 5:15. Tickets may be obtained either from the members of the executive committee of the association or at Moutrie's.

* * *

Four men convicted of armed robbery were ordered handed over to the Chinese authorities by the Mixed Court yesterday. The robbery was committed January 10 at 1300 Yangtszepoo Road, $450 constituting the haul. The police are looking for seven others involved.

* * *

Dr. J. B. Fearn, R.A.M.C., will return to Shanghai on the Blue Funnel steamer Pyrrhus, due here from Liverpool at noon today. Dr. Fearn, who left Tsingtau two years ago with a British labor battalion, has been in charge of the largest mental division in the Royal Medical Corps and was stationed at a base hospital established at Calais. Dr. Fearn has not yet been discharged from the British army. He will probably join his wife, Dr. Annie Fearn, at the Sanatorium on Route Pichon.

* * *

The Kiangkwan inquiry will be resumed Monday afternoon at 2:30 o'clock at the Admiralty Court.

* * *

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames A. A. Crawford, F. D. Northcombe, D'Oliveyra, McGavin, C. R. Burkill, Messrs. Probst, Hanbury and Co., Robert Anderson and Co., the Shanghai Club, R. Roxburgh, F. L. Marshall, A. G. Major, J. Harrop, D. D. Ross, A. W. Dewhurst, A. R. C. Newburgh and Lieutenant H. S. Wheeler, R. E.

* * *

Mail brought from the United States on the Shinyo Maru to Yokohama is expected on the Omi Maru today.

* * *

Mr. Charles Mills, sub-inspector of the Shanghai Municipal Police, will return here this week. Mr. Mills has been on war service.

* * *

The Fire Brigade was called out last night for a small blaze in a bedroom on the second floor of a dwelling house at 97 Yunnan Road. Little damage resulted. The call was received about 9:40 o'clock.

* * *

Students of Grace High School and the school Aulmni Association will celebrate the thirtieth anniversary of the founding of the institution at Pont Ste. Catherine today. Addresses will be made by Mr. Yang and by Judge C. S. Lobingier, of the United States Court for China, at 2 o'clock this afternoon. In the evening there will be a program of motion pictures.

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Correspondence

Liang Chi-chiao's Attitude

Editor, THE CHINA PRESS

Dear Sir.—We beg to inform you that in your issue of the 13th inst., your Peking correspondent accused Mr. Liang Chi-chiao as a pro-Japanese. As this accusation is quite unfounded, we beg you that a correction be made in your next issue. Mr. Liang Chi-chiao is not a pro-Japanese. His attitude towards the Japanese is always very clear. At this critical time when Japan is endeavoring to gag China at the peace conference, the rival parties in China often accuse their political enemies as pro-Japanese. As this is liable to cause misunderstanding it is our sincere hope that special attention be paid, hereafter, to statements of such a nature. Thanking you in anticipation. We are,

Truly yours,
T. S. CHANG,
Y. L. CHANG,

Chief Editor and General Manager of The China Times respectively.

TURK LEADER ENDS LIFE ON EVE OF HIS ARREST

Had Been Accused Of Complicity In Massacre Of Armenians

(French Wireless)

Paris, February 14.—(Via Lyons and Koukaza). A message from Constantinople says that Rechid Bey, the former Vali of Diarbekir, who has been accused of complicity in the Armenian massacres, committed suicide at the moment he was going to be arrested.

'Peter Pan'

The girls of the Shanghai Public School will give their final performance of Barrie's "Peter Pan" at the Lyceum Theater Wednesday afternoon. The curtain will rise at five o'clock.

The proceeds will be given to the funds for Siberian children and disabled soldiers and sailors.

PRINCE YAMAGATA BETTER

(Reuter's Pacific Service)

Tokio, February 14.—Field Marshal Prince Yamagata is improving.

To announce the arrival of a shipment of

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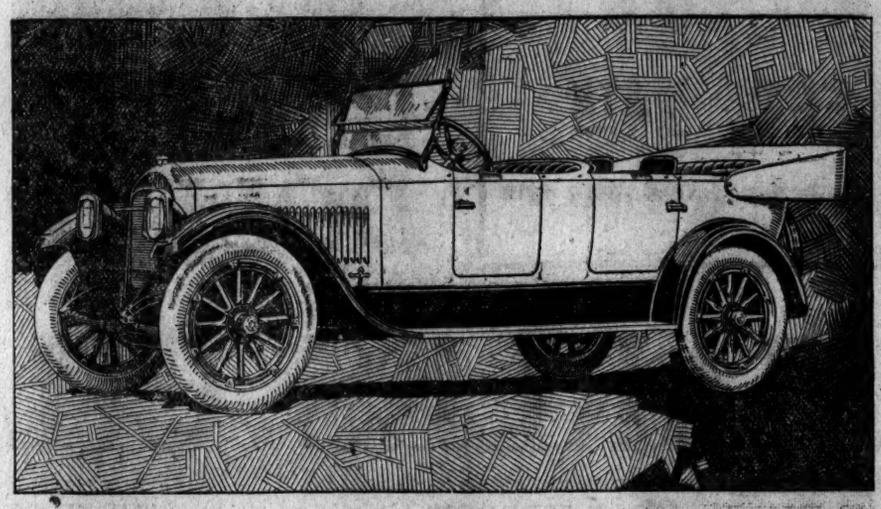

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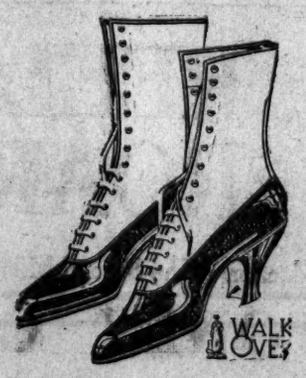

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U.S. Court For China

Decision In Krisel Case

Mr. Alexander Krisel, former United States Vice-Consul and Mixed Court Assessor, is ordered suspended from practice in the American Courts in China and from all privileges resulting therefrom for one year by a judgment handed down yesterday by Judge C. S. Lobingier, of the United States Court for China, in respect to charges brought against the young American lawyer by the United States District Attorney as a result of his connections with the Meifoo episode.

A new trial, for which Mr. Krisel moved following the reading of the court's order on January 25, is denied by Judge Lobingier. The information against Mr. Krisel was laid by Mr. R. T. Bryan, Jr., Special Assistant United States District Attorney following the Meifoo case in the British Supreme Court, in which Mr. Ellis Ezra was fined $2,000 on the charge of bribing the laodah of the Standard Oil Company launch to take the boat to Woosung in an attempt to serve a summons on Mr. Eugene Ch'en, editor of the Shanghai Gazette, the launch being wrecked on the Woosung breakwater. The information alleged "wilful deceit and wilful, fraudulent and unprofessional conduct" on the part of Mr. Krisel in his action and conduct in respect to the hiring of the Meifoo and in his testimony in the British Supreme Court.

Judge Lobingier in his decision which covers twenty-one typewritten legal foolscap sheets, goes exhaustively into each of the principal phases of the case, quoting evidence and testimony brought out at the trial and at the hearing in the British Court.

After ruling that the testimony in the British Court, to which the respondent objected, was not only relevant but indespensable in order to decide the issue of false swearing, Judge Lobingier first takes up the matter of the capacity in which Mr Krisel acted in the night of the Meifoo wreck. The respondent's original claim to Mr. Sprague was that he acted only as a friend in the matter, receiving no recompense. Against this is quoted the respondent's testimony given in the British Court, where he stated that he was Mr. Ezra's legal adviser, and a letter in which his client protested at the amount of a $5,000 bill for services and said he considered he himself had grounds for action against Mr. Krisel for the advice he gave. Testimony by Mr. Krisel to the effect that he had assisted the lawyers in the British Court case was also referred to.

As regarded the hiring of the launch, Judge Lobingier begins:

"It was reiterated in oral argument, and again in respondent's brief, that there is nothing wrong in hiring a launch. But that depends upon the circumstances. There is nothing wrong, of course, in hiring a launch from the owner for a lawful purpose, which is another way of saying that there is nothing wrong in doing what is right. But to hire one which is not for hire; to deal exclusively with a mere servant in the owner's absence and without his knowledge; to induce the former, by offering a large sum of money, to betray his trust, use the launch in forbidden ways and undertake a voyage that caused its destruction—is a very different matter indeed and if done by a member of the bar knowingly or recklessly, would seem to constitute the moral turpitude which respondent emphasises as a prerequisite to disbarment."

The judgment then cites the evidence of various of the parties concerned in the transaction to show that he participated in every phase of it. That he was not merely a participant, the judgment avers, is shown by his testimony to the effect that if he had known the boat to be a Standard Oil boat he would not have "permitted" the $200 to be paid to the laodah, a statement which, it is argued, seems clearly equivalent to an admission that he exercised authority in the matter. The matter of respondent's claim not to have recognised the ownership of the launch is considered at length, the conclusion being that the respondent knew he and his companions were not dealing with the owners of the launch and that he at least made no effort to pursue an inquiry which the facts naturally suggested. The amount paid the laodah, $200, is cited as another circumstance which should have warned the respondent.

In regard to the British Court case, Judge Lobingier says:

"The fact that his client was convicted in the British Court for this very transaction in which respondent participated does not, of course, constitute *res adjudicata* as to the latter. But it would certainly be anomalous if the client could be convicted and punished for doing exactly what the attorney advised and participated in and the latter still remain immune. It is true he protests that he did not advise the commission of a crime and that similarly the client protests that he did not commit a crime; but the fact remains that the highest local tribunal of a sister nation has decided, by dismissing the appeal, that a crime was committed and that the acts which respondent admits having advised and participated in constituted that crime. We do not well see how that fact can be ignored in a proceeding like this. We have here an international community where members of the bar of one court are permitted by courtesy to practice in other courts. In order that this highly gratifying and mutually beneficial arrangement may not be impaired it is important that each court see to it that the members of its bar so conduct themselves that their appearance in the foreign court will not be objectionable. We would hardly welcome here the appearance of a foreign lawyer who had advised an American client to commit acts which constitute a crime under American law though they might not be such under the law of his own jurisdiction. On the other hand we could hardly expect our colleagues of H. B. M. Supreme Court to look with complacency upon the appearance there of a member of the bar of this Court whose client had been convicted for acts which the attorney had advised and participated in. The situation is quite different from one where the conduct of the attorney in question affects, and is reviewed solely by, the courts of a single sovereignty.

"Whether the acts above set forth constitute under our law the precise offense for which the client was convicted in the British Court we need not now determine. But it would be a reproach to American justice if the property of another could be taken without his consent in the manner shown by this evidence, and destroyed or at least badly injured, with impunity."

The respondent's liability under the act against receiving misappropriated property is then discussed, part of his testimony being described as hardly affording a defense to a prosecution under the statute.

As the charge of false swearing, Judge Lobingier cited the charge to the British jury as clearly submitting the question of the respondent's veracity when Sir Havilland de Sausmarez stated: "If you were to follow Mr. Krisel's evidence it seems to me you would be pretty well bound to acquit the accused," and points out that as the jury failed to acquit it is clear they did not believe the respondent.

"So here we cannot," the judgment continues, "in view of respondent's well known keenness and opportunities for observation, believe him when he says that he had no idea that he was boarding a Standard Oil launch or even one belonging to some foreigner. We cannot escape the conclusion, from a survey of the whole evidence, that he was so anxious to effect the service of the order of arrest that he was ready to employ almost any means to do so. We do not suppose that he intentionally sought out a Standard Oil launch but we think the evidence discloses that after a failure to obtain one elsewhere he was ready to and did take any that came along, without considering its ownership and hoping to accomplish his purpose and return without detection in case of failure. This involves such a disregard of the right of property, such a lack of adherence to the ethical standards which should govern a member of the bar, that it cannot be characterised as anything short of misconduct.

"We, therefore, find from the evidence:

"1. That respondent was guilty of misconduct in knowingly using another's launch, obtained without the owner's knowledge or consent by the payment of an unusual sum to one who was understood not to have authority to hire it and in recklessly permitting servants of the owner to use said launch in such a way as to cause it serious injury.

"2. That the respondent was guilty of wilful deceit in failing to state fully and fairly in Court the extent of his knowledge of the ownership of said launch.

"3. That such misconduct and deceit would have been sufficient to have prevented respondent's admission to the bar—at least without some period of probation—and are sufficient to justify disbarment under the statute."

In concluding and delivering the court's verdict Judge Lobingier says:

"It is a painful duty which these findings impose. For the respondent's professional career is one in which we have had a special interest. His was the first application for admission which was presented to us after taking charge of the Court nearly five years ago. It had been pending for some time but the report of the examining committee had not been made for reasons which we are unaware of at the time. The report was finally secured, however, and the respondent admitted. Shortly after that we had occasion to suggest to the Minister his transfer to Shanghai and his assignment to the International Mixed Court on account of his legal knowledge. Naturally it is a keen disappointment to find him involved in an affair of this kind which has acquired such wide notoriety and indirectly reflected upon the bar of this Court.

"But while we are of the opinion that the facts of this record would justify permanent disbarment we are loth to impose that extreme without giving respondent further opportunity to retrieve himself within the legal profession. He is a young man of more than average ability and actueness (which unfortunately only aggravates his offense) and with proper moral standards there is no reason why he should not attain success at the bar. We prefer to allow him a chance to show that this experience has taught him a lesson and that hereafter he will adopt some other rule of conduct than that the end justifies the means. We have accordingly decided to suspend him from practice in American Courts in China, and from all the privileges from such practice, for a period of one year, at the end of which an application for reinstatement, accompanied by a showing of intermediate good conduct and a guaranty of changed standards for the future, will be considered."

As stated above, the order was read to the respondent in court on January 25, but at his earnest request that it be withheld from entry until he might finish his pending cases, it was not signed or filed.

BAPTISTS PLAN PROGRAM FOR CHINA AND JAPAN

Foreign Mission Board Will Ask Southern Convention For $1,115,200 For 1919

The Southern Baptist Convention, to be held at Atlanta, Georgia, in May, will be asked to appropriate Mex. $1,115,200 for an extended campaign in China and Japan. The program includes evangelistic, medical, educational and publication work. A total of 91 workers will be required to carry out the program.

The budget was formulated at the conference of representatives of all missions in China and Japan working under the Southern Baptist Convention with Dr. J. F. Love, corresponding secretary of the Board.

A lecture on medical missions was given at the conference by Dr. George W. Leavell of the Stout Memorial Hospital, Wuchow. After the lecture the conference voted to request funds for the upkeep of four modern hospitals in China and eleven nurses and six doctors to be added to the present quota.

Dr. Love will preach at the Union Church this morning at eleven o'clock and will leave for the United States, accompanied by his wife and secretary, on the Tenyo Maru.

Obituary

Mr. Joseph Arch

Reuter's Service

London, February 12.—The death is announced of Mr. Joseph Arch, formerly Radical M.P., for North West Norfolk and founder of the National Agricultural Union.

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NO NATIONALISM RULE TO GOVERN LABOR VOTE

Members Of International Conference To Speak And Act As Individuals

(Reuter's Agency War Service)

London, February 12.—An official communique from Paris announces:

The International Labor Legislation Commission has adopted an article in the British draft providing that at the proposed International Labor Conference the representatives of the Governments, employers and workpeople shall be entitled to speak and vote independently, regardless of the views expressed by other representatives of their nation. It was felt that in dealing with labor legislation employers and workers must be given the fullest opportunity for free expression.

Another article which was carried provides that the International Labor Conference shall meet at the capital of the League of Nations, unless it decided by a two-thirds majority to meet elsewhere.

(American Press Wireless)

Paris, February 12.—A communique of the Commission on International Labor Legislation says: A meeting of the Commission on International Labor Legislation took place this morning. Article 4 of the British draft was adopted. This provides that at the proposed International Labor Conference, the representatives of the Government, the employers and the workpeople should be entered to speak and vote independently without regard to the views of the other representatives of their constitution of the international conference, with the power to draw up conventions.

Hitherto the delegates present at such conferences have represented the Government only and the voting had always been by nations. It was felt that in dealing with labor legislation the employers and the workers must be given the fullest opportunity to give a free expression of their views, and that they could not do this if the delegates of each nation were bound to speak and vote as one unit.

Article 5 was also discussed, which provides that the International Labor Conference shall meet at the Capital of the League of Nations, unless it decides by a two-thirds majority to meet elsewhere. The Commission then proceeded to discuss the articles dealing with the establishment of the permanent labor office, and the govering body which will direct its work. It was agreed that the office should be established at the capital of the League and be under the control of a Director of the Commission.

Ll. George Heard On Peace Problems

(Continued from Page 1)

tion concerning the passage in the King's speech heralding legislation against poverty, unemployment, inadequate housing and other remediable ills. He declared that the working-classes declined any longer to be treated as cogs in the machine for more profit-making. The industrial situation was menacing. His party would never encourage revolution or unofficial action, which was favored by only a very small section of labor who would have very little influence unless they could exploit genuine grievances. Unfortunately there were many such grievances, such as wages, hours of employment and the fear that the Government was encouraging monopolies which would prevent a speedy reduction in the cost of living. He called on the Government to deal effectively with these questions.

Parties Promise Co-operation

The Premier, who was loudly cheered, after paying a tribute to Mr. Asquith and welcoming the assurances of Mr. William Adamson and Sir Donald Maclean, the Leader of the Asquithian Party, that they would support the Government in every honest endeavor to solve the social difficulties, said that the people were entitled to expect that the country would see they suffered no privation owing to the sacrifices they had made in the war, but there must be no undue competition in the matter of running up charges against the country, which must bear a very crushing burden certainly for some years.

Referring to the Peace Conference, the Premier said that the progress made was beyond the most sanguine anticipations in approaching an agreement upon the most delicate questions. He pointed out the extraordinary difficulties attending the labors of the Peace Conference as compared with previous peace conferences, where differences of opinion between the two belligerent countries only had to be considered. The difficulties of the Paris Peace Conference had included the question of the representation of the Dominions and India, who were represented for the first time in a conference of nations. The whole energy of the delegates had been devoted to effect a peace settlement at the earliest moment because until that was obtained there would always be a feeling of unrest throughout the world.

Discusses Indemnity Question

The Premier said that he hoped very shortly to get the report of the Allied Commission on the Responsibility for the War and for breaches of the laws of war.

With regard to the indemnity to be imposed on enemy countries, the Premier assured the House that no part of that question had been lost sight of. It was being dealt with by an Allied Committee and the Government would act on its report, which the Government would actively support.

The Treaty of Peace would undoubtedly be submitted to Parliament for ratification but previously the British representatives at the Peace Conference must follow the same course as the representatives of other countries and provisionally sign the treaty.

The progress of the League of Nations had been exceedingly satisfactory. There was a genuine feeling in favor of the League, especially among the small nations, who felt very helpless without the protection which the League could afford them in the future. The draft had not yet been completed but so far as he was informed, all the representatives of the great and small Powers were completely agreed hitherto. Only a few unimportant points remained and the House would be glad to know that an experiment full of hope for the future would be tried with the full assent of all the nations represented at the Peace Conference.

Takes Up Labor Unrest

Dealing with the labor unrest the Premier declared that if it continued the consequence to the industry of the country would be grave and if certain designs harbored by some men in this country had even a remote prospect of success there was no more serious matter for the House to immediately concern itself with. Some causes of unrest were legitimate, some were not. The unrest was due in the first place to the strain of the war on the nerves of the workers who had worked long hours during the war, but this was a vanishing cause.

The second cause was the genuine fear of unemployment, which only those who had suffered from it knew the terror of. The third causes involved a number of social conditions, including bad and insufficient housing and the restrictions on luxuries and amusements. It was the business of the Government to remove these grievances.

In trades affecting three million workers agreements had already been reached with regard to the hours of labor. The Government would welcome an investigation into the whole of the causes of industrial unrest and was prepared to submit certain suggestions which could be discussed on the amendment to the Address. The present Parliament was irrevocably pledged to deal with the causes of unrest and the Government was immediately introducing Bills concerning housing, health, the development of transport, the revival of rural life, the settlement on the land of soldiers and others, reclamation and afforestation.

Does Not Expect Unemployment

The Premier continuing declared that he did not fear unemployment if they acted rationally. There were great arrears in shipbuilding, railway construction and the textile, furniture and building trades to be made up, consequently there was no danger of unemployment, provided, in the first place, confidence was given to those responsible for re-starting the wheels of industry. "Furthermore an absence of confidence breeds upheavals which create, aggravate and perpetuate unemployment. If the cost of production goes so high that the purchasing capacity of the community is reduced or we are thrown out from the markets of the world, disastrous unemployment must ensue, and both will happen if the cost of production is too high. Therefore one trade cannot be considered without reference to the remainder. For instance, a great increase in the price of coal might destroy our chance of re-starting our industries."

Proceeding the Premier elaborated the argument that increased costs are inevitably passed on to another industry, finally reaching the stage where an industry was crushed, spelling unemployment for someone. Every section of the community should remember this when making new demands. Reducing hours while maintaining wages was one way of making unemployment. Increased prices diminished one's individual purchasing capacity while diminished purchasing capacity would create unemployment and destroy our overseas trade, upon which the country is more dependent than any other country in the world. Bolshevik Russia fittingly illustrated this. The workers there were earning sumptuous wages and seemed at last to be coming into their own, but when a workman took a fiver to a shop he could not buy what eighteen pence bought in Great Britain.

Prepare Housing Program

Mr. Lloyd George stated that the Government was already taking gigantic steps to prepare for its housing program, ordering material on a very large scale and thus providing employment. The development of ways and communications, afforestation and land settlement would do likewise, while enriching the country.

He deprecated the recent attempts to undermine confidence in trade unionism, causing indiscipline and making collective bargaining impossible. That way anarchy lay, which was the goal these men desired. Any demands advanced with a view to removing legitimate grievances the Government would examine carefully, but demands pressed with ulterior motives to hold up the community and overthrow the existing order or destroy good Government and relying on brute force, he would say on behalf of the Government, with all solemnity, that they were determined to fight Prussianism in the industrial world exactly as they fought it on the Continent: namely, with the whole might of the nation. (Interruption: Mr. William Adamson, Labor M.P. for West Fife —"Employers as well?" Mr. Lloyd George—"Employer or employed").

Continuing, the Premier said that the first necessity was peace. There would be no settlement in the world until peace has been secured.

Discusses Recent Strikes

The recent strike disturbances, which had been daily reported to him in Paris, involving the overthrow of the trade-union leaders and the repudiation of bargains, were promoting the very evils they were supposed to be intended to wipe out. These disturbances were making peace more difficult of achievement. He knew the perils and cost of dealing with such matters, but if people were prepared to face the peril and cost with the courage and endurance they exhibited during the war, if every class was ready to make the necessary sacrifice for the security and stability of industry, on which the future of the country and the happiness of the people depended, he was prepared to say, with full knowledge, that no section of the community, however powerful, would be allowed to hold up the whole nation. Nevertheless the Government would devote the whole of its strength to redressing legitimate grievances.

In conclusion the Premier appealed to all sections of the community to see that the victory, won so largely by the heroism and tenacity of this great nation in five years of sacrifice, be not wantonly dissipated in a few weeks of frenzied strife.

TO PRESS INDEMNITIES

London, February 12.—In the House of Commons today Mr. Rupert Guinness asked whether the Premier was prepared to press to the utmost for reparation from Germany and also to make Germany pay to the full extent of her resources.

Mr. Lloyd George replied that it was a pledge given at the general election by the Government after careful consideration by the Cabinet and the Government stood by every one of this pledge.

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Price **$35.00** each

The "Trimac" Coat

In a neat useful Fawn shade, with Raglan shoulders. Fits well and looks smart. Light, self-ventilating and comfortable; gives absolute protection againt wet and cold. Made from a material which is waterproofed by a special process.

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THE "Doncaster" Waterproof

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A waterproof Chesterfield Coat, Fawn or Black Paramatta, all seams sewn, vertical pockets. A well-cut stylish coat, thoroughly reliable and good value.

Price **$19.50** each

The "Ripon" Waterproof

A light-weight Fawn Paramatta with check lining. A well-made coat, with Prussian collor, all seams sewn. This is an excellent warm weather raincoat.

Price **$28.50** each

The "Featherweight" Waterproof

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A good full size umbrella with mercerette over, with assorted shapes in handles, and frame that will stand hard wear.

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The "Imperial" Umbrella

A superior quality Umbrella with a strong twill cover, made on a Fox Paragon frame. Good assortment of different shape handles.

Price $5.00 each

The "Hoe" Umbrella

Made from a reliable Levantine twill, with selected natural sticks, in Cherry, Congo and Furazewood handles

Price $4.00 each

The "Brighton" Umbrella

An Umbrella that will fold up very small and neat when not being used. Made with metal stick and natural wood handle.

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The "Nolan" A neat Patent Lace Boot Champagne Suede tops. Cuban Heels. A very neat style. **$19.50 pair**

The "Velard" A Black Glace Lace Boot with an attractive feature in a Champagne Cloth Top. Louis Heels. **$18.50 pair**

The "Denise" This pretty model in Grey Kid, Lace style boots with Louis heels. **$21.50 pair**

The "Glen" This White Lace Kid Boot with Louis Heels is a very smart model and sells at **$21.50 pair**

The "Mona" Neat stylish Champagne Kid Boot Lace style with Louis Heels. On show at **$16.50 pair**

The "Vera" We are showing this model in Bronze Lace Boots cloth Tops, Low Heels. **$16.50 pair**

The "Dord" For Walkers. A good reliable Black Glace Lace Boot with Louis Heels. **$19.50 pair**

NEW MODELS IN SHOES

The "Morvel" Fine cut model Black Glace Pump, a quite new style. Louis Heels ..... pair **$14.50**

The "Cairn" A popular shape Black Glace Buckle Pump in all fittings. Louis Heels **14.50**

The "Astor" An extremely smart Patent Buckle Pump with Louis Heels, worth seeing **16.50**

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Daniels Urges Big Navy Program As Aid To Wilson At Versailles

Says America Must Bend All Energy If Armaments Are Not Limited

Washington, December 30.—Secretary Daniels, testifying before the House Naval Affairs Committee today in advocacy of the new three-year naval building program to cost $600,000,000, asserted that this nation desired to enter the Paris Peace Conference with the assurance from Congress that the American navy would be enlarged to a size commensurate with that of the greatest naval power.

Mr. Daniels explained that the new three-year program which President Wilson, he, and the General Board of the Navy wished Congress to adopt this session was approved by the President after the signing of the armistice. This program, when completed, would go a long way toward putting the American navy close to that of England.

It was evident from Mr. Daniels' testimony that if the Peace Conference should declare for a reduction or limitation of naval armament the new American naval building program could be modified or suspended.

"I may say that you cannot do anything in the world which would so strengthen this country's position in the Peace Conference," said Mr. Daniels, "as to authorise this enlarged naval program. Before I wrote m annual report I took up the matter of a big building program with the President, and then, later after the armistice was signed, I spoke to him again on this subject. He very earnestly urges that this program be adopted. Nothing would so aid him in the Peace Conference as Congress' authorisation of a big navy."

New Ships Asked For

The new program recommended by Secretary Daniels and the General Board of the Navy calls for the building of 10 first-class battleships, 6 battle cruisers, 10 scout cruisers, and 130 small craft. It is estimated that such a program would place the United States on the same relative footing with Great Britain, giving this country, with the vessels now building, 62 first-class battleships, while England has 61 at present in commission.

It is the desire of Secretary Daniels and the navy officials to have a navy which will be as large as that of any other country, not only for defensive purposes but for policing in case a League of Nations to enforce peace i created at the Versailles Conference.

"What if, unhappily, the Peace Conference should fail to come to an agreement upon a plan for disarmament?" asked Mr. Daniels. "Suppose the powers do not agree to curtail armament. Then it is entirely obvious to all that the United States, if she is to realise her destiny as a leader of democratic impulse, if she is to play her proper part, as she, hand in hand, with her incomparable Allies has played it in this war, in the protection of small nations, the preservation of the freedom of the seas and for the world at large, must have a navy that will be as powerful as that of any nation in the world.

"It is my firm conviction that if the Conference at Versailles does no result in a general agreement to put an end to naval building on the part of all nations, then the United States must bend her will and bend her energies, must give her money to the ask of the creation of incomparably he greatest navy in the world.

Duty Of United States

"She has no designs upon the territory, or the trade, of any other ation, or group of nations. But she s pledged to the support of the Monroe Doctrine. She is pledged to he protection of the weak, wherever hey may suffer threats. She is incomparably rich, incomparably strong n natural resources. If need be, she ust be incomparably strong in defense against aggressors and in ffense against evildoers."

While the signing of the armistice naturally brought a reduction by the Navy Department in its estimates for he next fiscal year Secretary Daniels declined to change his recommendations for the new naval building program. For the next fiscal year, however, he merely asks for authorisation to expend $55,000,000 on the new program, which amount he intends to use for the construction of two battleships.

The original estimates submitted to Congress asked for an appropriation for the navy of $2,644,307,046.05. These were prepared at a time when t was thought that the war would continue another year. Since the signing of the armistice, the estimates have been reduced by $1,668,403,424.77, making the revised estimates before the committee $975,903,621.28.

Secretary Daniels read the committee a statement in which he emphasised his earlier recommendations for the authorisation of another three-year building program, and gave his reasons for supporting it. His statement follows:

"No step backward, but a long step forward, should be taken by this Congress in strengthening the American navy. The additional three-year program recommended in my annual report is a conservative one intended to continue the policy of steady upbuilding of the navy established in 1916. The General Board of the Navy, after extensive investigation and exhaustive consideration, has recommended a much larger program extending to the year 1925.

Opposes Year-By-Year Plan

"While their recommendations are entitled to, and have received, very careful consideration, the Department has not felt justified at this time in recommending such an extensive program or one extending over such a long period. At the same time, a year-by-year program is not thought to be advisable; it is too much of the hand-to-mouth nature, and naval experts and thinking men interested in the navy have seen its unwisdom and in 1916 succeeded in substituting a better plan.

"As regards the larger vessels of definite types, the numbers of each type can now be fixed and have been recommended. I am asking that authorisation be given for the construction of ten dreadnaughts, six battle cruisers, and ten scout cruisers to be laid down during the coming three years, and 130 other ships o such type and character as may give us a well-rounded navy.

"The initial appropriation need not be large, for work on some of the big ships already authorised was necessarily deferred during the war in order that work might be concentrated upon destroyers and like small craft and merchant ships. Now the construction of the big ships will be pushed as rapidly as possible, the number of small craft being ample until more dreadnaughts and other big ships are added to the naval force.

"As regards to these smaller vessels, a general authorisation is requested in order that a study of all types produced by all nations during the war may be made and preliminary work may be done. In view of the large number of smaller vessels undertaken during the war which will continue to be constructed during the next year, it is not recommended that the construction of additional smaller vessels be pressed at this time.

Indorses 1916 Program

"The details concerning them can be taken up subsequently. In this connection it should be pointed out that, although the program of 1916 extended over three years, the individual vessels to be undertaken in any specific year were specified each year by Congress. It is expected and recommended that this practice be continued. My thought is, and it finds expression in the estimates, that under present conditions, we ought to make no change in the naval program which the United States set for itself in 1916. We ought neither to commit ourselves to any gigantic expansion nor to recede from the wise three-year policy.

"It is our duty to consider the obligations imposed upon America if the Peace Conference now occupied at Versailles upon the greatest task which ever engaged the attention of a human gathering during the whole course of the world's history completes its work constructively and satisfactorily as we all hope it will do. Let us assume that this conference will give birth to some plan looking toward a concert of the nations for the maintenance of peace, whether it be a League of Nations, according to the present acceptation of the meaning of that term, or what not. It will be some manner of body to which differing nations will perforce submit their differences for adjudication, and which will be sufficiently powerful to induce acceptance of its decisions when once they shall be made.

"The experience of poor and imperfect humanity has very fully taught the lesson that power for the enforcement of judicial decisions sometimes needs to be considerable; and back of that must lie a tremendous police power of prevention, if judicial decisions are to be made as infrequent as possible, indeed if society is to exist at all. Arbitration which had behind it no power capable of compelling the disputants to accept the decisions of the arbitrators would have no value whatsoever in cases of serious emergency.

America And World Police

"I am quite certain that it would be improper for America even to consider the proposition of contributing to the world police a number of units smaller than that contributed by the greatest other power. It seems to me that this is obviously the American duty and that the other nations of the world would be justified in regarding us as shirkers if we failed to accept the burden of it cheerfully and turn to the performance of it with an unexampled earnestness and high

(Continued on Page 11)

Strength Of World's Navies Before The Armistice As Reported To Congress By Secretary Daniels

Washington, December 30.—The sizes of the navies of the principal nations of the world, except Japan, previous to the signing of the armistice, were made known today by Secretary Daniels to the House Naval Affairs Committee. The final figures as to the strength of Japan's navy had not been compiled by the navy officials, and will be given out later.

The strength of the navies just before the armistice was signed, with minor and auxiliary craft eliminated, was given as shown in this table, which could be compiled only by disregarding many discrepanies in classification:

	Gt. Britain.	Germany.	U. S.	France.	Russia.	Italy.
Battleships	61	19	16	20	17	14
Battleships (building or projected)	..	6	13	9	1	4
Battleships (older type)	..	..	23	..	..	..
Battleships (obsolete)	..	21	..	..	..	..
Battle cruisers (completed)	9	6	..	..	..	..
Battle cruisers (building)	4	..	..	..	..	..
Battle cruisers (building or authorised)	..	..	6	..	4	..
Cruisers	31	..	..	29	12	7
Cruisers (first-class)	..	..	4	..	..	..
Cruisers (second-class)	..	..	4	..	..	..
Cruisers (third-class)	..	..	15	..	..	..
Cruisers (mine-laying)	..	2	..	..	..	..
Cruisers (obsolete)	..	3	..	..	..	..
Cruisers (armored)	..	..	8	..	..	..
Light cruisers	80	29	..	8	1	10
Light cruisers (obsolete)	..	6	..	..	..	..
Light cruisers (buildings)	22	..	..	..	..	..
Light cruisers (building or projected)	..	..	..	..	8	..
Destroyers	409	223	92	12	111	43
Destroyers (building)	102	..	..	..	..	..
Destroyers (building or authorised)	..	..	250	1	17	11
Destroyers (fitted as mine sweepers)	..	..	..	12	..	..
Destroyers (fitted as mine layers)	..	..	..	4	..	..
Submarines	140	225	79	62	44	75
Submarines (building)	78	..	..	..	..	..
Submarines (building or authorised)	..	..	102	8	10	10
Torpedo boats	..	175	..	121	..	81
Torpedo boats (building or projected)	..	..	..	..	..	2
Airships	220	..	..	20	7	28
Airships (building or protected)	..	..	..	19	4	..

In addition to the above figures, Germany is represented by the following, building or projected, but upon which work has been suspended: Battle cruisers, 3; light cruisers, 4; mine-laying cruisers, 4.

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Daniels Urges Big Navy Program As Aid To Wilson At Versailles

(Continued from Page 10)

efficiency. It would be contrary to all our traditions and all our ideals to assume that in the planning of a new and mighty navy America could be animated either by fear or by the intention of aggression.

"America is committed to the promise of entering into a general and genuine plan for the reduction of armaments. If the outcome of the Peace Conference shall be that all nations will concur in this idea, then the United States will gladly join them in the worthy plan. For three years we have been committed to such a program in such circumstances. But if such an agreement cannot be shortly arranged, then we here in America must accept the burden which the failure automatically will thrust upon us and meet it by adding such units to our navy as will secure our own safety and aid powerfully in protecting the peace of the world.

"Every year since I have been Secretary of the Navy I have urged an international agreement to end competitive and costly naval construction. The day for the realisation of that long cherished idea seems not far distant. We are pledged to co-operate with other nations to a reduction of armament. Unless the nations now agree upon such conventions as will compel the settlement of national differences by arbitration, we will fail to garner the best fruits of the dearly bought victory.

"For one, I believe the war has taught us two things. First, that national differences and greed for power may always endanger the peace of the world; second, that to prevent differences and selfish ambitions from producing another war there must be constituted a high tribunal and there must be a world-police power so strong that no nation will dare to defy the strength of a decree of such an international tribunal."

After he had read his formal statement Mr. Daniels submitted a draft of a bill to carry out the new three-year building program. This calls for the first-class battleships, to cost, exclusive of armor and armament, $21,500,000 each; six battle cruisers, to cost, exclusive of armor and armament, $28,500,000 each; ten scout cruisers to cost $7,350,000 each, and 130 small craft, the character and cost to be determined later.

Mr. Daniels proposed that the bill should contain the following provision:

"If at any time before the construction authorised by this act shall have been contracted for there shall have been established with the co-operation of the United States of America an international tribunal or tribunals, competent to secure peaceful determinations of all international disputes, and which shall render unnecessary the maintenance of competitive armaments, then, and in that case, such naval expansions as may be inconsistent with the engagements made in the establishment of such tribunal or tribunals may be suspended, when so ordered by the President of the United States."

In explanation of his recommendations about the smaller craft Mr. Daniels said:

"If Congress should depart from its traditions and trust the Department with large latitude, we would like to have authority to build some small craft, but would not be able to proceed completely until our engineers had made a thorough study at first hand of the value of small craft in the naval warfare abroad."

Mr. Daniels said that he had intended, with Admirals Taylor, Griffin, Earle, and McGowan, to go abroad early this month to make such a study, but the trip had been delayed on account of the signing of the armistice. Such a trip probably would be made shortly, he said.

There were 470 destroyers, building or built, and all of the small craft could be finished by the end of June, 1920, the Secretary testified.

"How will you settle how large our navy shall be, if a league of nations is created?" asked Representative Butler of Pennsylvania.

"We ought to contribute in units, power and men, just as much as any other nation and not allow any other nation to have more power than we have," replied Mr. Daniels.

Questioned About League

Representative Venable, (Miss.), asked the Secretary if any definite plan had been agreed upon for putting force behind the judgments of the proposed League of Nations and wanted to find out first what the "jurisdiction of that court would be."

To this question Secretary Daniels made no definite answer.

"If we are to have any navy at all," said Secretary Daniels, "we need the most powerful one in the world to do the job if we should ever again be plunged into war."

"Do we need the most powerful in the world?" asked Representative Kelley, (Mich.)

"Absolutely," Mr. Daniels replied without hesitation.

"When did you come to that conclusion?" Mr. Kelley then asked.

"Until the outbreak of the war," said Mr. Daniels, "I thought that the capitalists and the laboring people would be strong enough, even in Germany, to overcome the influence of the militarists. When I found that I was wrong, I then saw the necessity of having the biggest navy in the world for the United States. In 1916, if we had possessed the facilities, I would have asked for an even larger program than was authorised by Congress.

"Looking back, I now see that it was a mistake to have even the second best navy in the world. I now think it is an indefensible thought to have any navy but the most powerful, if the Peace Conference fails to limit armaments."

The Secretary was asked if he though the American people knew he had in mind making the American navy second to none in the world when he asked for the three-year building program of 1916.

"I think so," he said. "Many people thought I ought to have gone further then than I did."

"Do you think there is great diplomatic advantage to the United States in being able to say to England that it must agree to a limitation of armaments, or the United States will build a navy able to whip the British navy?" Representative Kelley demanded.

Expects Limit To Armament

"I have great faith that when the Peace Conference adjourns there will be an agreement to limit armaments," Mr. Daniels responded. "If there is no agreement, then we must build the ships so as to have such a powerful navy that it would make any nation in the world think several times before venturing to attack us."

"Has England been building during the war?" was then asked.

Mr. Daniels said that England had one battleship 66 percent completed, and two others 10 percent completed, all of which were started since the war began. He explained that England's main attention was given to building destroyers while the war was in progress, to combat the German U-boats.

"How many of these projected ships would we need if the Peace Conferees agree to limit armaments?" Mr. Daniels was asked.

"Certainly those contemplated for the first year," he said. "We must expect to contribute our share to the international police force which undoubtedly would be organised."

Secretary Daniels said he was unable to state at this time the number of ships which would be kept in full commission, but would inform the committee of his decision on the subject as soon as he could confer with Admiral Benson, Chief of the Bureau of Operations.

As to enlistment, 250,000 men would be required, he said, of which number 60,000 would be assigned to the merchant vessels. Originally the United States Shipping Board asked for 131,000 men to man the vessels under its direction. By reducing the number of enlisted men, the Secretary said, he had been able to reduce his estimates for wages from $579,000,000 to $211,000,000.

By action of the Shipping Board on December 13, the navy hereafter will be required to man only troopships to be commissioned and those now in the service. All cargo and steamships to be commissioned hereaftr will be manned by civilian crews, which the Secretary said might be obtained from the Naval Reserves now being demobilised.

The Secretary read a letter from the Shipping Board showing that the requirements of the board for the next year would be 36,000 men, or 3,000 a month.

Reduction In Estimates

Secretary Daniels submitted revised estimates for this year's appropriations, which propose a reduction of the original estimates by $1,668,403,424.77. The original estimates submitted before the signing of the armistice proposed appropriations of $2,644,307,046.05, while the revised estimates amount to $975,903,621.28. Among the larger reductions are the following:

	Original.	Revised.
Pay, miscellaneous	$4,500,000	$4,500,000
Aviation	225,000,000	36,000,000
New batteries	115,000,000	.....
Ammunition	125,000,000	.....
Yards and docks	12,500,000	7,500,000
Emergency yards and docks	5,000,000	.....
Naval training camp	10,000,000	.....
Navy pay	570,046,071	211,602,305
Naval construction	200,000,000	55,000,000
Improving yards	5,000,000	.....
Provisions	202,343,665	57,790,218
Naval emergency fund	175,000,000	61,855,000

Other miscellaneous reductions include appropriations for individual yards, ordnance and ordnance stores.

AMERICAN SHIPPERS URGE CO-OPERATION

James F. Twohy Declares That Employers And Employes Must Work Together

That the continuation of the port's gigantic shipbuilding industry depends on intelligent co-operation between employers and workers, is the point strongly emphaisised by James F. Twohy, secretary of the Seattle North Pacific Shipbuilding Company, in an article in the corporation's yard paper, Let's Go. The article appears in the New Year number of the paper, which is edited by Alfred Prather, head of the company's social welfare department. In part Mr. Twohy's article follows:

Powerful political and financial institutions of older communities, which have been inoperative during the non-competitive period of the war, will shortly become provincialised again and exert their glacial pressure against communities rival to their own. In a word, the shipbuilding problem for Seattle is no longer one of speed, of energy alone, but becomes by no gradualised stages, the old familiar and complex problem of competition, on a basis of cost and efficiency.

Need Co-operation

To hold our own in this forthcoming struggle for survival is the difficulty that confronts us of the Northwest as a whole.

We must create within our own household, so to speak, the spirit of co-operation and the sense of a common interest, which will touch alike the great body of workmen, who will produce the ships; the leaders who will direct and co-ordinate their production, and the civic and financial institutions which must provide them both with support and the sinews of war.

It is imperative that we keep alive the great industry; to fail would be to work the greatest hardship and distress on the whole community. There are many ulterior forces which will in the course of business tend to defeat this purpose. The price of survival is intelligent co-operation.

Must Work Together

The men must understand and work with the administration and the administration with the men, and the great body of the city's population, which will be so vitally concerned and which, determines after all, when these two disagree, the respective rights of the disputants, must be thoroughly informed, so that it will not permit an unreasonable attitude on either side to work the undoing of us all.

Public opinion will be the judge; public opinion which today in Seattle, as indeed throughout the whole world, is in an unparalleled condition of flux. The economic and social principles of the future are as liquid today as molten iron and no imagination is bold enough to predict the molds they will harden in. But we know this: We will never go back to the old conditions.

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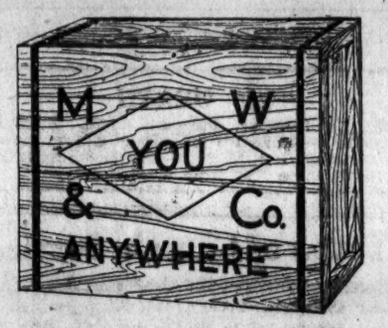

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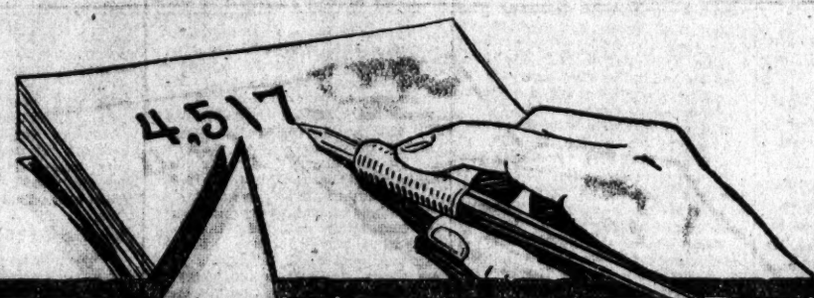

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DEATH

KADOORIE: On Saturday, February 15th, LAURA MOCATTA KADOORIE, the dearly beloved wife of E. S. Kadoorie. Funeral at Jewish Cemetery, Mohawk Road, on Sunday at 12 Noon. Cortege leaves 161 Bubbling Well Road at 11.30 a.m. 21211

Today's Church Services

Holy Trinity Cathedral.—Today's Services. Five minutes before the hour of every service worshippers may sit in any unoccupied seat. Septuagesima. 8 a.m., Holy Communion. 9:30 a.m., Children's Service, 10:30 a.m., Sung Eucharist; Anthem, "The heavens are telling," Haydn; Hymns 83, 540, 308, 322. Preacher: The Bishop. 6 p.m., Evensong; Anthem, "Praise to the Lord, the Almighty," Stanford; Hymns 242, 423, 297; Preacher: The Bishop.

St. John's Pro-Cathedral.—Jessfield. Evening Prayer in English at six o'clock. Preacher: The Rev. W. P. Roberts, B.D.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Preacher: Rev. C. J. F. Symons, M.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher: Rev W. Robbins, M.A.

Union Church.—Sunday, February 16. 11 a.m., Preacher: Rev. J. F. Love, D.D., Foreign Mission Secretary of the Southern Baptists; Chant 108; Anthem, "Whom the Lord loveth," (MacPherson); Hymns 532, 135, 78. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "Completeness in Christ;" Chant 68; Hymns 126, 465, 686.

St. Joseph's Church.—Sunday, February 16. Masses at 6, 7, 8:15 and 10 a.m., At 10 a.m., High mass; Sermon in English. At 4 p.m., Benediction of the Blessed Sacrement. Masses on week-days 6, 7:30 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11 a.m., by Rev. C. G. Sparham. Evening at 6 p.m., by Dr. G. W. Guinness.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m., Subject: "Soul." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at 21 Nanking Road.

Sunday Service League.—Y.M.C.A. Hall, 120 Szechuen Road; Dr. J. F. Love will speak on "Christianity's Unique Message to China," at 5 p.m. Mr. and Mrs. H. H. Cameron will sing.

The Prince Of Wales' Proposed Visit To U.S.

By John Walker Harrington
(*New York Times*)

THE Prince of Wales' proposed visit to the United States invokes the question, "What is he like?"

As the tour of his royal grandfather, the first Prince of Wales to reach these shores, is within the memory of men and women still living, and abides in oral tradition, the contrast between the two personalities comes unbidden. When Albert Edward, the son of Queen Victoria, was the guest of the nation in 1860, all feminine hearts were a-flutter, and the possibility of meeting the young Prince, or, perhaps having a dance with him, were topics of supreme social interest. The world has made many a milestone on the road of democracy since that day, and the suggestion that the present bearer of the venerable title might wed an American young woman is not so remote as it would have been two generations ago.

The heir to the throne of Great Britain and the future titular lord of her far-flung dependencies has been an admirer of charming women from the United States ever since he was out of his teens. His presence at the houses of peeresses born on this side of the Atlantic on many occasions has been a subject of remark for years. His friends include Lady Essex, the Duchess of Roxburghe, Lady Maidstone, and others who were well known in New York society before by marriage they became part of a royal yet democratic Court.

The European war, which so vitally affected the young Prince at such a formative period in his career, not only has delayed his marriage, but has narrowed his choice of a wife. Certain it is that no Princess of a German strain will become Princess of Wales, and overseas a possible alliance with a Rumanian Princess does not strike popular chords. The Princess Yolanda of Italy, whose name has been frequently mentioned in connection with that of the youth who is likely to sit on the English throne, is a Roman Catholic, and of late years there has been a tendency to form no alliances between members of the Anglican and Roman communions.

Whatever may be the matrimonial future of the Prince of Wales, he is not likely to be influenced by prim convention or by political expediency, for he has developed an individuality which has astonished those who knew him as a shy and rather docile youth. He is so outspoken in his views and so frank in his speech, that on occasion he has deeply shocked staid officialdom.

Although only in his twenty-fifth year, the Prince has developed enough character on his own account to make his biography by his accredited Boswell, David Williamson, a readable book, and this, supplemented by the numerous anecdotes told of him, gives a striking picture.

Edward Albert Christian George Andrew Patrick David, the name he bears, shorn of numerous titles, carries with it the memory of the patron saints of England, Scotland, Ireland, and Wales. He was born on June 23, 1894, and although he began life with the golden spoon, all his training has been intended to make him forget it. His mother, Queen Mary, although she is fond of the forms and traditions of English royalty, believes in personal simplicity, and she has largely influenced his outlook on life. The King is a democratic sovereign by instinct. It was impressed upon the eldest son from his babyhood that he should have regard for the rights of others and that he should claim nothing on account of his rank. A schoolfellow once asked him how it felt to be heir to the English throne.

"It always seems to me great luck to be the eldest son," he replied, "to be born the eldest son, because when you are you don't have to wear all of your brother's old clothes."

When a student at the Royal Naval College at Osborne he fell ill and refused to take any delicacies for his meals, saying that his father did not wish him to have anything which the other boys did not have.

Although slight in physique, his bringing up was almost Spartan. He got up at 6:30 in the morning, took a ship's biscuit and a cup of cocoa and turned out for vigorous exercise. He is fond of outdoor sport. His training had been up to 1914 that of a sailor. As a boy of 14 he asked that Frank T. Bullen, author of stirring books of adventure, be invited to Sandringham Palace to tell him tales of the sea. He completed his technical training at the Britannia Naval College at Dartmouth, where he excelled in mechanics and engineering and was assigned as midshipman to the battleship Hindustan.

There seemed something prophetic in the words at the ceremony at which the Prince of Wales was made a Knight of the Garter in 1912, when he repeated the ancient vow "to be courageous and having undertaken a just war to stand firm and fight valiantly and conquer." His formal title of the Prince of Wales was assumed on his sixteenth birthday, for up to that time he was the Duke of Cornwall. The investiture, with all the detail which custom has placed upon it, was an ordeal which he passed through in a way which made him beloved by the people of the Land of Song. The ceremony itself to the people of Wales is always a reminder of their subjugation to the British Crown. In the thirteenth century, when Edward I. of England had conquered the Welsh, it was one of the conditions that the country should at least nominally be ruled by a Duke or Prince born in their own land. The monarch named as their Prince his own son, born the night before in the old castle of Carnarvon, then held by the British. It was a trick which the conquered race resented for many a decade, and even after centuries there remains a trace of the old feeling.

The investiture of a Prince of Wales is therefore always the occasion for the display of tact, and in the modest demeanor and the simple, unaffected ways of the present Prince, there was all which

(Continued on Page 13)

What You May Not Know About Us ◎ By Ian Hay

Note: Ian Hay was asked by the Y.M.C.A. to write for our American soldiers and sailors who go to England a brief explanation of some of the elements in English life which they would not understand. This is given to each boy who is sent to or visits England. The explanation is so delightful, so full of facts little known to even Americans who have visited England, that we believe it will interest both Britons and Americans in the Far East.

I write this, because I know America so well personally, and because I want you to understand correctly some things that may not seem clear to you about London and English life. In the first place, you will find us very, very short-handed at present. During the past four years the people of the British Isles have contributed to our common cause more than six million soldiers and sailors. Of there the greater part are away in France, or Belgium, or Italy, or Russia, or Salonika, or Palestine, or Mesoptamia, or East Africa.

England's population is about forty millions—or sixty-two percent of the whole British Empire—but she has actually contributed seventy percent of the troops raised.

We lost eight hundred thousand men, killed, wounded or missing, in 1917 alone, of which the British share, on a basis of troops employed, should have been eighty-four percent. As a matter of fact, it was eighty-six percent.

England as She is in Overalls

The rest of our male population—roughly five millions—are engaged night and day in such occupations as shipbuilding, coal mining, munitions making, and making two blades of corn grow where one blade grew before. They are assisted in every department, even in the war zone, by hundreds and thousands of devoted women.

So that the England which you see is not England as she was, and as she hopes to be again. You see England in overalls; all her pretty clothes are put away. Some day we hope once again to travel in trains where there is room to sit down; in motor omnibuses and trolley cars for which you have not to wait in line. We hope again to see our streets brightly lit, our houses freshly painted, flower boxes glowing in every window, and fountains playing in Trafalgar Square. And above all, we hope to see the air-raid shelters gone, and the hundreds of crippled men in hospital blue no longer visible in our streets, and the long lines of minor ambulances, which assemble every evening outside the stations to meet the hospital trains, swept away forever.

That is the old London—London as we would have you see it—London as we hope you will see it when you come back to us as holiday visitors. Meanwhile, we know you will make allowances for us.

Why We Are Not in Mourning

Also, you may not find us very hilarious. In some ways we are strangely cheerful. For instance, you will see little mourning worn in public. That is because, if black were worn by all those who were entitled to wear it, you would see little else. Again, you will find our theaters packed night after night by a noisy, cheerful throng. But these are not idle people, nor are they the same people all the time. They are almost entirely hard-worked folks enjoying a few days' vacation. The majority of them are soldiers on leave from the front. Few of them will be here next week. The play goes on and helps the audience to forget for a while, but it is a different audience every time.

And you will hear little talk about the war. We prefer to talk of almost anything else. Probably you will understand why. There is hardly a house in this country which has not by this time made a personal contribution to our cause. In each of these houses one of two trials is being endured—bereavement, the lesser evil; or suspense, the greater. We cannot therefore talk lightly of the war and, being determined not to talk anxiously about it, we compromise—we do not talk about it at all.

We want you to know this. To know is to understand. To understand is to be friends.

Visitors' First Impressions

Meanwhile, let us ask for your impressions of our country. It is only fair that we should be allowed to do this, for you know what happens to visitors in the United States when the reporters get their hooks into them.

So far as I have been able to gather, your impressions amount to something like this:

There is no ice water, no ice cream, no soda fountains, no pie. It is hard to get the old familiar eats in our restaurants.

Our cities are planned in such a way that it is impossible to get to any place without a map and compass.

Our traffic all keeps to the wrong side of the street.

Our public buildings are too low.

No street in a British town, especially London, seems to be able to keep the same name for more than a mile or so.

There are hardly any street-car lines in London. Why?

Our railroad cars are like boxes, and our locomotives are the smallest things on earth.

Our countryside is beautiful, but the roads run in circles.

Our weather is composed of samples.

Our coinage system is a practical joke.

Englishmen, whether in street, train or tube, never enter into conversation with you. If by any chance they do, they grouch all the time about the government and the general management of the country.

Why We Have No Ice Water

Now, one of the first things you will find is that we have no ice water. I admit it. I am sorry, but there it is. There never was much, but since ammonia was commandeered for munitions work there is less than ever. As a nation we do not miss it. In this country our difficulty is not to get cool, but to keep warm. Besides, it is possible that our moist climate, and the absence of steam heat in our houses, saves us from that parched feeling which I have so often experienced in the United States. Anyway, that familiar figure of American domestic life, the iceman, is unknown to us. We drink our water at ordinary temperature what—you would call tepid—and we keep our meat in a stone cellar instead of the ice chest. As for ice cream and soda fountains, we have never given ourselves over to them very much. As a nation, we are hot-food eaters.

Then we come to alcoholic drinks. I know this is a vexed question, and I do not propose to enlarge upon it here, except to state in a word what our attempted system is. That word is "moderation." At present the sale of alcohol is limited to the hours covering dinnertime and suppertime. This enables a man to have a drink with his meals, which is as far as the vast majority of people in this country want to go. Treating is now forbidden. No more spirits are being manufactured. That is our present system. To an American from a dry state it makes England seem a wet place, while the wet-state man may find it uncomfortably dry. But it is a typically British system—a system of compromise.

As for eats, I know you must miss your fried chicken, and waffles, and corn, and pie. Well, if this were peacetime I have no doubt they would be forthcoming, although I allow they are not much known in this country. But we are living on war rations here, just as you are beginning to do in the States. So you must forgive our apparent want of hospitality. When you come back to visit us afterward we will build a waffle factory for you, and you shall find fried chickens roosting on every tree.

Why Our Cities Seem Like Chinese Puzzles

Next, our cities. After your own straight, wide, methodically numbered streets and avenues, London, Liverpool and the rest must seem like a Chinese puzzle. I can only say in excuse that they have been there a very long time, and that the people who started in to build them did not foresee that they would ever extend more than a few blocks. If Julius Cæsar had known that London was ultimately going to cover an area of seven hundred square miles, and house a population of seven millions and a half, I dare say he would have made a more methodical beginning. But Julius Cæsar never visited America, and the science of town planning was unknown to him.

The narrow, winding streets of London are not suited to trolley-car lines. This fact has given us the unique London motor bus, driven with incredible skill and gay with advertisements, chiefly of theaters. There are not so many of these busses today as there might be, and such as there are are desperately full. Hundreds of these motor busses are over in France. You will meet them, or perhaps have met them, doing their bit—hurrying re-enforcements to some hard-pressed point or running from the back areas to the railhead conveying happy, muddy Tommies home on leave.

They Deserve To Be Cheered

Here is a true story for you: In the early days of the war the very first British troops, on arriving in France, were rushed to the front to the assistance of the heroic French army in a fleet of these motor busses. There had been no time to paint them the neutral gray which now prevails in the war zone. They went as they were, with their bright colors, advertisements and all. When the procession reached Paris, the Parisians turned out in thousands to greet them. The leading bus bore upon its front in bold letters a legend which would have been more intelligible to Americans than to Frenchmen. It was an advertisement of the American play then running in London

POTASH AND PERLMUTTER
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The Parisians, under a natural misapprehension, threw their caps into the air and cried:

"Hurrah for General Potash! Hurrah for General Perlmutter!"

The Great Man Of London

Do make a point of getting acquainted with the London policeman. He is a truly great man. Watch him directing traffic. He has no semaphore, no whistle, but simply extends an arm, or turns his back, and the traffic swings to right or left, or stops altogether. Foreign cities, even New York, are not ashamed to send their police to London to pick up hints on traffic control from the London "Bobby." Watch him handle an unruly crowd. He is unarmed, and, though he carries a club, you seldom see it. If you get lost, ask him to direct you, for he carries a map of London inside his head. He is everybody's friend. If he wears a helmet he is one of the regular force. A flat cap is a sign of a "Special"—that is, a business man who is giving his spare time, by day or night, to take the place of those policemen who have joined the colors. But, "Regular" or "Special," he is there to help you.

We Drive To The Left And Have No Skyscrapers

Again, the traffic in England all keeps to the left side of the road. That goes back to the days when such people as could afford it rode on horseback. A man mounted or dismounted from his horse on the left side, and when a postilion was handling a pair of horses drawing a chaise he rode the left-hand horse. Consequently, when mounting, he would pull his horse in to the left side of the street and avail himself of the assistance either of the raised sidewalk or one of those stone mounting blocks which you will still see outside some ancient house or quiet country inn.

Also, there are no skyscrapers in England. It is true that we have a few cities with streets containing twelve-story houses, but we disguise this fact as much as possible by running other streets across them, at a higher level. You will see what I mean if you walk along Holborn Viaduct in London, or South Bridge in Edinburgh. The fact is, London is no place for skyscrapers. It was New York which set the fashion. That was because Manhattan Island, with the Hudson on one side and the East River on the other, is physically incapable of expansion, and so New York being unable to spread out, shot upward. Moreover, New York is built on solid rock—you ask the subway contractors about that!—while the original London was built on a marsh, and the marsh is there still. So it will not support big structures like your skyscrapers.

One London Street, That Has Eight Names

This makes London a very widespread, straggly sort of place. The streets are so long that they frequently get tired of their names and change them. For instance, there is Cannon Street, which starts westward from the Bank of England and becomes successively Queen Victoria Street, Ludgate Hill, Fleet Street and the Strand. Parallel with this runs a street called the Poultry, Cheapside, Newgate Street, Holborn Viaduct, Holborn, New Oxford Street, Oxford Street, Bayswater Road—eight changes of name in five miles.

In the country, as distinct from the town, things are the other way round. There is one road, a Roman road, called Watling Street, which starts from the Marble Arch and runs almost as straight as a rod from London to Chester, nearly two hundred miles; and it never changes its name after the first few miles, which are called the Edgware Road. Another, the Great North Road, runs from London to Edinburgh, and is four hundred miles long. One hundred years ago the mail coaches thundered along that road night and day, and highwaymen had their own particular pitches where no other highwaymen dreamed of butting in. Five years ago that road was a running river of touring automobiles. Now, strings of gray military motor lorries rumble up and down its entire length.

But the most interesting roads in England are those that have no name. Deep lanes, sunk between banks, with trees arching over, or dusty cross-country roads running into one another at confusing angles, making detours to find a bridge across a river or railroad track (grade crossings are almost abolished in this country) or skirting the edge of a great park or farming estate—these are the most characteristic roads of England. Some of them are being straightened out now, partly because landowners no longer stand upon their dignity in the matter of rights of way and partly because the increasing automobile traffic has rendered these winding highways more romantic than safe.

But the English countryside is, above all, the country of byways and short cuts—bridle paths, rides cut through woods, or narrow tracks across green fields, guarded by rustic stiles.

The Why Of The Strand And Charing Cross

Every London street has a character of its own. The Strand was called "The Strand" a thousand years ago because it was a strand—a strip of beach which ran alongside the Thames at the foot of a cliff (which has long been smoothed and sloped out of existence), and was submerged each high tide. The English fought a great battle with Danish pirates near by, and today the dead Danes sleep their last sleep in St. Clement Danes' Church, right in the middle of the Strand.

Charing Cross is the last of a great chain of such crosses, stretching from London to Scotland, each a day's march from the next. They were set up at the end of the thirteenth century by King Edward the First of England, to commemorate the last journey of his beloved Queen—his Chere Reine—who died while accompanying him upon a campaign against the Scots. At each stopping place on his homeward journey the king erected one of these crosses to mark the spot where the queen's body lay that night. Many have perished, but you can still trace some of them along the Great North Road—Neville's Cross, Waltham Cross, King's Cross, and finally Chere Reine Cross, or Charing Cross. That strikes the imagination. So do Aldgate, Aldersgate, Moorgate, London Wall, and other streets which go back to the days when London really was a walled city.

Londoners, Even Don't Know Where The Tower Is

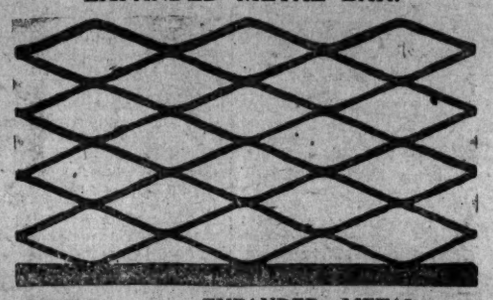
London is a good place to prowl around in. It is full of ghostly reminders and forgotten memorials. You must find them for yourself, because Londoners know nothing about them. There are thousands of Londers who have never seen the Tower of London, and not one in a hundred could tell you where it is. Westminister Abbey is too big to be missed, but thousands of Londoners have never been inside it.

There is Cleopatra's Needle on the Embankment—the veteran among all monuments of the world, except perhaps the pyramids of Egypt. It was in existence fifteen hundred years before Christ, in the city of Heliopolis. it looked down upon the palace and court of Queen Cleopatra in Alexandria. After that if lay prostrate in the sands of the Egyptian desert for another fifteen hundred years. It was finally presented to the British Government by the Khedive of Egypt. It was towed to England on a raft, and

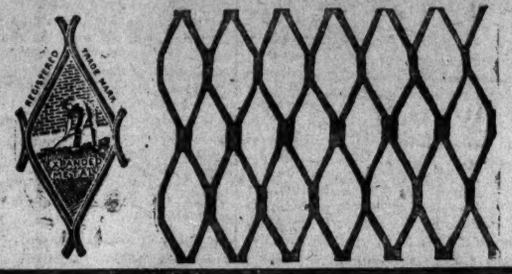
(Continued on Page 14)

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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ESTIMATES—FREE

OVER HERE!
By Callahan
POP JOINS A LODGE.
OH FATHER - TELL ME THE PASS WORD I CAN KEEP A SECRET.
SO CAN I
THAT'S KEEPING IT
POP RODE THE "GOAT" AND THAT'S NO "KID."
LIL "BUTT" IN
DID THEY GIVE YOU THE "THIRD DEGREE"?
HE THINKS POP IS A PRISONER.
BROWN DERBY
NOW HE'LL NEVER SPEND AN EVENING HOME.
CALAMITY JANE
JONES' ONLY SOCIETY IS THE "PARLOR SOFA CRUSHERS"
"HOW" AND DEARIE
HATTIE'S HAT WAS MADE TO "ORDER"
YOUNG NUISANCE MUST HAVE JOINED A LODGE HE'S DISAPPEARED. MAYBE HE JOINED A "CLUB" WITH VIOLA THE CAT - OOOH!
LOOKS LIKE A HIGH SIGN.
NOW I'LL HAVE TO PLAY CHECKERS AND CARDS BY MYSELF.
GRANDPOP WILL HAVE TO ARGUE WITH HIMSELF ALSO
POP JOINED THE LODGE FOR THE BENEFITS, ONE NIGHT OUT A WEEK.
"COMEDIAN"
I HOPE YOU GET THE "GRIP".
HOW LARGE IS A LODGE?
FROM BILLY WALSH BKLYN
DON'T THINK KEEPING THE MINUTES AT A MEETING IS A PASTIME.
FROM GEO TECK Y.M.C.A.
OL' JOHN DON'T

Musical Matters

By R. B. Hurry, Mus. B.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Mr. Gerald Cumberland has some caustic reflections on the supposed possibility of democratic art. In an article, "The Aristocracy of Genius," he points out that great music is not written for the masses. There is no space for his introductory remarks, but the argument seems to me to be carried rather too far by the attraction of the title.

Penetrating as he undoubtedly is, Mr. Cumberland is, I think, unduly pessimistic. Against his question, "Can a man by taking thought add to himself the works of Wagner?" one may put the optimism of Bernard Shaw's "The Perfect Wagnerite," where for once the author seems to side with the plain man, the average opera goer, who is told he can by "taking thought" become a possessor of the real Wagner.

I should like next week, to question some of the more sweeping statements given below.

Mr. Cumberland says:

There is not, and cannot be, any such entity as a democratic musical public, if by "musical" public one means a public that can understand and appreciate the best things in that art. It is true that at the great competitive festivals one will hear larger choirs of workmen, miners, clerks, and so on, give the most exquisite performances of part-songs by Brahms, Strauss, Bantock, Holbrooke, Delius, Elgar and the rest. But it is not the choirs who interpret the works; it is their respective conductors. If you doubt me, look at the songs that the individual members of these choirs sing at home. Do they sing Brahms or Strauss, or any of the composers I have named? They do not. They sing songs of the trashiest description, so-called drawing-room ballads; feeble, outworn phrases of music wedded to feeble, outworn verbal phrases. The only democratic music that is really alive in this country—that is to say, that is sung by the masses—is music that you and I cannot listen to with patience.

But, after all, this is precisely what one would expect. One may, for the purpose of illustration, imagine human existence, men and women with their passions and sorrows, as a huge amorphous mass of earth. Out of this mass of earth the artist burns to make something beautiful. With infinite care, guided by a sure instinct, he selects from this earth just the kind of material he wants, and he cleanses it in the fire of his imagination. He fashions it. He makes it like life, but it is more than life, for life dies and his work will not die. He colors it with fancy, breathes upon it with his spirit. When it is completed it is, to him, most beautiful; it is more alive than a tiger, it is as subtle as his own soul. I have said that it is like life, but it is like life that has been lived with great intensity. But the one quality that distinguishes it from something that merely resembles life is the quality of genuis, imagination, vision, call it what you will....Now, how is it possible for the ordinary man, who may have fancy but not imagination, to understand this work? What meaning can it have for him? As a matter of fact and of common experience, we know that it has no meaning whatsoever. Only the man and woman with an aristocratic mind—it matters nothing from what class they may spring—can see beauty in it, and if no beauty is seen nothing is seen.

All fine, creative artists have themselves recognised the truth of all this, and it seems to me a tragic thing, in reading the letters of great composers, to witness the heartfelt joy, the surprise and the satisfaction, that they feel when they meet someone who understands their work as they understand it themselves. Genius is distinguished, aloof, very remote. It does not love the world's people or take the world's people to heart; it merely expresses them in paint, in words, in sound.

So that the school of thought which is growing in volume at present—I mean the school that looks to the near future for what is vaguely termed a democratisation of music, or of any form of art—is doomed to disappointment.

Beautiful music is selective: it discards more than it takes: it discards the masses themselves. Who can express commonplace thoughts in terms of beauty?....Folk-songs? Yes; I expected you would say folk-songs. But perhaps only one folk-song in ten is beautiful, and would they not all be dead by now if they had not been carefully harvested together and printed in books?

Now, though it is true that the masses, as I think, must for ever remain outside the aristocracy of art, there is no reason why the masses should not, as they have already been, be exploited in the interests of art. Let us have our competitive festivals and as more of them as we can successfully organise, but do not let us imagine that when we are giving crowds of people classical music of a severe type to sing, they are understanding the secret things of art. Something more than a good ear and an eager intelligence are required for the understanding of great music.

A great work of art, and more particularly a great work of art created in our own time, must have the element of surprise, like the opening bud of a gorgeous and unaccustomed flower. It must have about it something poignant and ecstatic. Of these things, who but the intellectual aristocrat has knowledge? Can a man by taking thought add to himself the works of Wagner? We know he cannot. We know that though thought is necessary for the understanding of great music, it is nevertheless one of the least of the things that are necessary.

Let us, then, put behind us all this folly about democratic art and democratic music. It is a sentimentalist's dream. Music is for the intellectual aristocrat, and the intellectual aristocrat is as far removed from the plebeian mind as the sun is from the earth. Farther, indeed. For the earth can perceive the glory of the sun, whereas the plebeian mind has not the dimmest notion that the man of creative genius is even there.

The Prince Of Wales' Proposed Visit To U.S.

(Continued from Page 12)

could have been desided. Wales as a country, by the way, is no conquered province these days, with one of its sons as Premier of Great Britain. David Lloyd George, as Lord Constable of the Castle, presided at the ceremony. The young Prince, in replying to the recognition of his rule, spoke party in Welsh, closing with the words in that tongue which, translated, are: "Without God; without anything; God is enough."

The Prince, in 1912, matriculated at Magdalen College, Oxford University, compared with Christ Church, which has always been dedicated to the scions of the English upper classes. Although the Prince had his own private tutor, and was attended far in the background, and none too far for him, by an equerry, and even had his private valet, he would not tolerate any deference to his rank and prospects. He is an expert driver, and had his own automobile, and he also had four saddle horses, but he contrived to make that count for little. He dined at the Hall with the other students, and to them he was simply Wales. His nick-name was "Pragger Wagger." At Oxford he had a high place in his studies and also developed proficiency in all the outdoor sports. Although he seemed almost frail in body, he was wiry and sinewy, and could outwalk nearly any student in the university. One day it was announced that Pragger Wagger had walked twenty-two miles, and that he was just getting ready to take another little jaunt of a few miles to a wayside inn for dinner that evening.

On a brief visit to his uncle, the Kaiser, before the war, the Prince was being taken about by two German army officers in an automobile. He said that he would like to get out and stretch his legs back to Berlin.

"But, Highness," they objected, the distance is fifteen miles."

"Is that all?" he replied. "Let's do it."

One of the officers accompanied him, and reached the destination a tightbooted wreck. The Prince was as fresh as when he started.

The Prince speaks French with exceptional fluency, for in 1912 he the guest of the Marquis de Breteuil, a friend of Edward VII. The Marquise was an American woman, and her son, a lad of the Prince's own age, was an intimate friend. The presence of the ruler of Wales was intended for the strengthening of the Entente, and surely no better agent for that purpose could have been selected.

On his return to Oxford he became especially interested in military drill, and joined the Officers' Training Corps. In the Spring of 1914 he was already a proficient soldier, and when the war came in August he insisted that it was his duty to go to the front. When the King and Lord Kitchener begged to remind him that his military training was not complete, he went to work again to make it so. Lord Kitchener finally informed him that, although a Prince of the blood was entitled to risk his life in war, if he wished, even as one of the holders of the title, the Black Prince, had done, the capture of the heir apparent would have a bad effect upon the conduct of the war. That would result in his being held a hostage, and the making of peace terms which would be embarrassing to the other Allies.

The Prince could not be dissuaded, however, and eventually he received an appointment as a Second Lieutenant on the staff of Marshal Sir John French soon after he had gone over with the Grenadier Guards, in which he had a commission. He was promoted to a First Lieutenancy after a few months.

"It's rotten luck, being a Prince," he said once, "Every time I get up to the firing line I'm sent back."

As a liaison officer his mastery of colloquial French made him especially officient. He drove his own car at the front, while the officers with him sat back at their ease. Sometimes when he had no passengers he would pick up a soldier or two by the way.

One day he took aboard a young Irish infantryman, who, not recognising him, chatted familarly and showed him the photograph of the girl to whom he was engaged. He asked the Prince if he also had a picture of the young woman whom he was to marry.

"No, not yet," was the answer.

The Prince smoked a democratic and oderous pipe whenever he could, and, inviting himself to tea and tiffin, occasionally expressed the hope that the brand would be So and So, mentioning a well-known whisky.

It would scarcely be fair to compare this self-reliant Prince of Wales, for he is that despite a residue of natural shyness, with the Prince of Wales who visited this country just before the civil war. The son of Queen Victoria, then only 19 years of age, had scarcely finished his education and had been sent prematurely on his mission. Canada had taken part in the Crimean War and had asked that the Queen visit her. She was unable to do so, but said that she would send her son when he was old enough. President Buchanan, hearing of this, sent an invitation to the Prince of Wales through his royal mother to visit the United States. In the present instance President Wilson, according to news despatches, has invited the King and Queen of England to visit the United States, and the intimation is given that the Prince of Wales will take occasion when touring the British dominions to visit this country.

Prince Albert Edward crosesd from Windsor, Canada, and landed in Detroit on the afternoon of Sept. 20, 1860. He was received with overflowing cordiality by the City of Cadillac. From this point he started on a rapid tour of the Middle and Eastern States. He visited Chicago when it was a thriving and assertive city of 106,000 souls, where he was entertained at the Richmond House and welcomed at the Court House by the Mayor. He went to Dwight, Ill., eighty miles distant, and spent several days shooting prairie chicken and quail. St. Louis and Cincinnati were included in the trip. The Prince was impressed with Pittsburg, which is hailed as "the Manchester of America."

The special train then bore the Prince of Wales to Washington. At the request of the Queen he was received in this country under his lowest title, that of Baron of Renfrew, a name derived from a small Scottish town. None the less, the reception at the President's residence could not but have all the marks of an important official function. The Lady of the White House was Miss Lane, the niece of the Chief Magistrate, with whom the Prince took several drives. He was especially fond of bowling, and one afternoon she took him to a young ladies' seminary for a game of tenpins.

The Prince and his party visited Mount Vernon on a steamer, and before the tomb of Washington he planted a tree. Baltimore came next on the itinerary. Philadelphia rose to meet him in gala attire, and at Girard College his Royal Highness planted yet another tree. There the Prince heard Adelina Patti in an opera company which had been especially brought over from New York City.

The reception of the Prince in New York is talked of here to this day. At Perth Amboy, to which New Jersey town he had gone by train from Philadelphia, the distinguished visitor was met by the United States steamship Harriet Lane and brought to the Battery, amid salvos of artillery from the harbor forts. Then came the review of troops by the Prince, who donned the uniform of a British Colonel and stood on the steps of the City Hall.

After a visit to West Point the visitor went to Albany, thence to Boston, and finally to Portland, Me., from which port he began his journey home.

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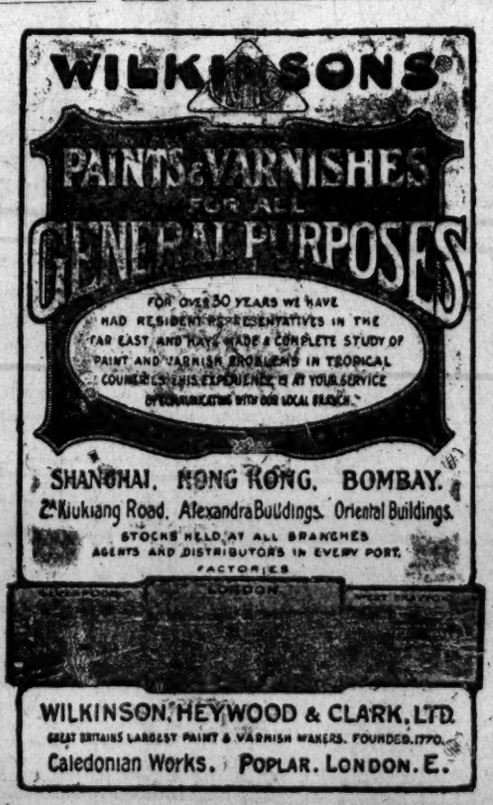
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What You May Not Know About Us

(Continued from Page 12)

was nearly lost during a storm in the Bay of Biscay.

Farther east stands the Monument, set up in the seventeenth century to mark the eastern limit of the great fire of London, in Charles the Second's time. That fire destroyed thousands of buildings, including old St. Paul's, but gave Christopher Wren the chance to build the present cathedral, with its great dome. There is the Old Curiosity Shop in Portugal Street, about which Dickens wrote; and the Cheshire Cheese in Wine Office Court, off Fleet Street, which is kept today exactly as it was in the days of Dr. Samuel Johnson. You can still see his chair, he was a great eater. It would have gone hard with him in these days of coupons.

Nearly every town in England has its own special reminders. At Bristol you may see the tower erected to John Cabot. John Cabot was the first European who set foot upon the continent of America, although Columbus had discovered the West Indies a few years previously. Winchester, again, is the ancient capital of England. For antiquity it beats London hollow. King Alfred the Great reigned there. The thousandth anniversary of his death was commemorated there seventeen years ago. You can still see his grave, and a more ancient relic still—King Arthur's Round Table.

In Warwickshire, round Stratford and the Forest of Arden, you will find yourself in Shakespeare's country. At Gerrard's Cross, William Penn is buried. In the old days a watch was kept on the grave, as certain patriotic Americans considered that the proper place for Penn to be buried was Pennsylvania, and tried to give practical effect to this pious opinion.

Scotland, if you happen to find yourself there, is entirely different from England. England is flat or undulating, and, except in the manufacturing districts, is given up mainly to cornfields and pasture land. Scotland, especially in the north, is cut up into hills and glens. Not such hills as you possess in Colorado or Nevada or the Northwest. There is no Pike's Peak, no Shasta, no Rainier. The highest mountain in the British Isles—Ben Nevis—is only a little over four thousand feet high, but naturally Scotsmen think a good deal of it.

Scotland is a great battleground. The Scot has always been fighting someone. There was perpetual warfare upon the border from the earliest day. The Romans, who were business men, built a wall right across England from Newcastle to Carlisle to keep the Scots out. They failed, as you will find out for yourself when you study a list of British Cabinet Ministers; but you can see parts of the wall still.

Later there were everlasting border raids, from one side or the other, maintained as a tradition by the great families of that region—the Percys, the Douglases, the Elliotts. Besides this, various English kings tried to conquer Scotland. Sometimes one side would win a battle, sometimes the other, but no victory was lasting. At last, in 1707, the Act of Union was passed, and Scotland and England came under one central government. Unfortunately, the Highlanders of the north were not consulted in the arrangement, and they put up two rebellions of their own. Prince Charles Edward, the last of the Stuarts, actually invaded England, and got as far as Derby. He was defeated; but the rebellion smoldered on for years among the highland glens. The chain of forts along the Caledonian Canal today—Fort George, Fort Augustus, Fort William, now peaceful holiday resorts—is a reminder of that time. But those days are all over now, and for nearly two centuries English and Scottish soldiers have fought side by side all over the world. Ireland was united to England and Scotland by a similar Act of Union in 1800. This event, as you may possibly have heard, has provided a fruitful topic of conversation ever since.

The Real Trouble With English Weather

Then there is our weather. Our visitors are apt to complain, not that the British climate is consistently bad, but that it is never the same thing. An Englishman never knows on going to work in the morning whether to take a palm-leaf hat or a fur overcoat or a diving suit. The trouble is that our weather arrives too suddenly. We are an island in the middle of the ocean, and most of our weather comes in from the Atlantic, where there is no one to watch it. Our weather prophets simply have to take a chance. Your weather travels across the continent. You can see it coming, and telegraph to the next state what to expect.

Still, here again are consolations. In this country we hardly know the meaning of either drought or flood. The grass never burns brown, as in the States, and if you want to see what nature can do, look at the English countryside, with its green fields, green hedges and fat cattle. Above all, if you get the opportunity, visit the hill country of Scotland and Ireland, with their color scheme of gray rock, green grass and purple heather, and you will realise that even the British climate has its compensations.

Meanwhile, if you are spending a day's leave in London and walk out of blazing sunshine at one end of the street into a thunderstorm at the other—well, have a heart, and put it down to the war. We will try to fix things for you when peace comes. But we cannot promise. Anyway, in peacetime we can always wear rubbers.

Railroads Look Like Toys, But They Can Go!

Then there are our railroads. These, like a good many other institutions in this country, are running at half speed now. In peacetime we used to be rather proud of them. To you they may appear like toy railroads. But they can go! In fact, you have probably heard the story of the American who traveled in England by train for the first time and appealed to his fellow passengers for an assurance that the train, which was traveling seventy-five miles an hour, "would not run off this durned little island." But they performed some surprisingly long and speedy runs, considering the size of the island in question. For instance, the Flying Scotsman, from London to Edinburgh, occupied before the war only eight hours, including stops to cover four hundred miles. The run from from London to Plymouth on the Great Western Railway—two hundred and fifty miles—was covered in considerably less than five hours. This despite the fact that in this country the height of the overhead railway bridge is such that no locomotive can stand higher than 13 feet 6 inches above the rails. In the United States the limit is 22 feet 6 inches, which gives the American locomotive great advantage in the way of heating area and boiler space.

In each country the width between the rails is the same—4 feet 8½ inches. How did such a freak standard come into existence? Like a good many other long-established British institutions—by accident. Four feet 8½ inches happened to be the width of a small pit-head railroad in the north of England, upon which George Stephenson ran his first locomotive, over a hundred years ago. That little railroad is forgotten now, but it set the gauge for the whole English-speaking world.

Our Funny Little Railroad Cars

Our boxed-in passenger coaches and little four-wheel freight cars tickle you to death, I know. The compartment system is a national symptom. An Englishman loves one thing above all others, and that is to get a railway compartment to himself. Nobody knows why, but he does. Probably the craving arises from his inability to converse easily with strangers. But there is another and practical reason: Most of our railroad trips are short. Stations are very numerous, involving many stops. A compartment system makes it easier to get passengers in and out of the train. The same reason explains our little box freight cars. One of your great steel "bogie" cars would carry more goods than one of our country villages would require in three months. Hence our little trucks, which can be dropped at separate stations all up and down the line.

Why Classes I, II and III Came To Be

But the three-class system is a relic of antiquity. Fifty years ago there were three grades of comfort in British railroad traveling. You could have your family horse coach lashed upon an open railroad truck and attached to the train. You thus traveled in your own carriage or chaise. I do not know what happened to the horses. Possibly they trotted behind the train! This was the usual custom of the grand folk of those days. Or you could travel by ordinary railway coaches, without cushions or windows. Or you could pack yourself into an open freight truck, much as soldiers on the Western front are packed today, and so reach your destination with other merchandise. That has all gone now. Practically the only difference between first, second and third classes in these days is a difference of price—which means elbow room. (Second class, by the way, has almost entirely died out.) The three classs are almost equal in comfort, especially just now, when the war has abolished nearly all dining cars and sleepers. Our sleeping-car system never amounted to much, anyway. The journeys were too short to make it necessary for such as were traveling by night (and there were comparatively few) to go to bed.

I said just now that we used to be proud of our railroads in time of peace. We are doubly proud of them today in the stress of war. They passed automatically into government hands the day the war broke out, and they have given our whole country a lesson in the art of carrying on. Thousands of their employes are away in the trnches; hundreds of their locomotives and freight cars are in France or in Mesopotamia or in Palestine. Miles of track here have been torn up and conveyed bodily overseas. There is little labor available to execute repairs and none to build new stock. There is a shortage of coal, a shortage of oil, and no paint. Passenger services have been cut down by a half and fares raised fifty percent; yet the traffic is still enormous, and the strain on the depleted staffs is immense. But they manage somehow. Men who have long earned their retirement remain in service, while boys and women do the rest.

Then comes our substitute for your subway and street-car system generally. In London you will notice that there are two kinds of subway—the so-called Underground, or shallow transit, and the deep tubes. The system is so complicated, owing to the shape of London, that it has been found impossible to have a one-price ticket such as rpevails everywhere in the United States.

The Underground a Robbers' Cave

The Underground is the oldest underground railroad in the world. You probably gathered that for yourself the first time you saw it. Twenty-five years ago its trains were drawn by ordinary steam locomotives, which were supposed to consume their own smoke. Perhaps they did, but it must have leaked out again somewhere.

The old underground railway of London got nearer to the ordinary conception of hell than anything yet invented. Stations and trains were lit by feeble gas or oil lamps; all glass was covered over with a film of soot; and the brightest illumination was provided by the glow of the locomotive furances as the train rumbled asthmatically into a station. The atmosphere was a mixture of soot, smoke, sulphur and poison gas.

The trains were on the box-compartment system, and small compartments at that. The train usually waited two or three minutes in each station (instead of thirty seconds, as now), and it required a full hour to travel from King's Cross to Charing Cross. It was impossible to see to read a newspaper, so the passengers, to pass the time, used to rob, assault and occasionally murder one another.

Up above matters were not much better. The configuration of the London streets offered no room for electric street cars, so London traveled either in a horse cab or upon a two-horse omnibus. With the coming of electric traction the old Underground was cleaned up and refurnished. It was found worth while to wash the glass roofs of the stations, and the present service of rapid and well-lit open cars was installed. At the same time the Tubes were constructed away down in the London clay, where there could be no interference, where oozy gravel or gas mains or sewers.

The Trouble With The 'Tubes'

The chief trouble about the Tubes is that no one knows where they are. Of course, everyone knows where the stations are. For instance, every Londoner knows where Piccadilly Circus station is—the surface station.

But where is the actual subterranean station, or rather the two stations, because at this point two roads cross, and each has its own station? Ah! They certainly are not where simple folk, like you and me, would expect them to be—under Piccadilly Circus. If they were, you would find them on stepping out of the elevator.

But that would be too easy. It would make Londoners fat and lazy, leading the sedentary life they do, to step straight into the train. So they have to walk about a mile, along an elegant passage lit by electric lights and decorated with appeals to them to smoke various brands of cigars, or patronise various matinee idols, or buy War Bonds.

Expert surveyors have calculated that the Piccadilly railway station is situated somewhere underneath Buckingham Palace. No one yet knows where the Bakerloo station is, but it is believed to be somewhere near the Thames embankment, probably on the farther side of the river.

Of course, an Englishman could never have thought out such a good practical joke as these Tubes. The entire system was projected and constructed by an American.

Our Money System A National Joke

But we have a sense of humor all the same. Our money system, like our system of weights and measures, is, as you very properly observe, a practical joke. It dates back to the time when an Englishman bought his Sunday dinner with a pound of rock. It is bound to go soon and make way for the decimal system, just as inches and feet and yards are already making way in this country for meters and centimeters.

The main points for an American to remember are—firstly, that a shilling over here, despite war scarcity, will still buy rather more than a quarter will buy in New York; and, secondly, the necessity of keeping clearly in mind the difference between a half-crown and a two-shilling piece. Even taxi drivers do not always know the difference. If you give them half a crown they will frequently hand you change for a two-shilling piece.

Now A Word About Ourselves

Lastly, ourselves. An American soldier in London said to me: "I have been in London three days, and not a soul has spoken to me."

And therein was summed up the fundamental difference between our two nations. In the United States people like to see one another and talk to one another, and to meet fresh people. If a stranger comes to town, reporters interview him as he steps off the train. Americans prefer, when traveling, to do so in open cars. At home their living-room doors are usually left open. Every room stands open to every other. In their clubs and hotels there are few private rooms. In their business houses the head of the firm, the staff and the clerks frequently work together in one great hall. If any partitions exist they are only table high, or they are made of glass. Plenty of light, plenty of air, plenty of publicity. That is America.

An Englishman's Greatest Ambition

Now over here, somehow, we are different. I said before that an Englishman's ambition in life was to get a compartment to himself on a railroad. That principle, for good or ill, prevails through all our habits. On the railroad we travel in separate boxes. At home all our rooms have doors, and we keep them shut. (This, by the way, is chiefly in order to get warm, for there is no central heating.) In most of our clubs there are rooms where no one is allowed to speak. They are crowded with Englishmen.

Only a few years ago no one ever thought of dining in a restaurant, except when traveling. If he did, he always asked for a private room. In our business houses the head of the department is concealed in one hutch, the partners in another. The chief clerk has one too. The other clerks may have to work in one room, but each clerk cherishes just one ambition, and that is to rise high enough in the business to secure honorable confinement in a hutch of his own.

For the same reason every Englishman keeps a fence around his garden—be it castle or cottage garden—just to show that it is his garden and no one else's.

And if you look into any old English parish church you will see the same thing. Every family has its own pew; the humblest pew has a door, and when the family gets inside it shuts the door. Some of the pews have curtains around them as well. The occupant can see the minister, and the minister can see him. The rest of the congregation are as invisible to him as he is to them.

No one in the congregation resents this at all. They are rather proud of the custom. It represents to them only what is right and proper, the principle of a compartment to oneself.

No Englishman Speaks To Another

And so a nation which has lived for centuries upon this plan is not a nation which enters readily into conversation outside its own particular compartment.

Now this constrained behavior does not arise from churlishness or want of good will. The Englishman is one of the warmest-hearted and most hospitable of men, but he is a bad starter—a bad starter in war, love, business and, above all, conversation. Once get him started and he refuses to leave off. But you must start him first.

The Englishman's passion for his own compartment goes back a very long way, right into the centuries. It goes back to the days when we lived in tribes and every tribe kept itself to itself, and an Englishman's house was his castle—especially if the house were a one-room mud hut. That makes us what we are to this day. Also, we are cooped up in a small island, and most of us have never left it.

No Englishman ever speaks to another Englishman if he can help it. This is partly the old tribal instinct, partly laziness and partly fear of a rebuff. Also, it may involve explanations, and an Englishman would rather be scalped than explain. So he saves trouble all around by burying himself in a newspaper and saying nothing.

But let me add this: If the Englishman could get outside his own point of view, he would realise that the American boy sitting opposite to him is a long way from home and is frequently both lonesome and homesick. When he does, you may take it from me he will open up in a manner that will surprise you. He is opening up now, and by the time you have finished with him he will have opened up a great deal more; for his heart is in the right place, and he loves you like a brother for the way you came in at the critical stage of the war.

It's All Going To Be Different Now

We are never going back to the old days when Englishmen, Scotsmen, Irishmen, Canadians, Australians and Americans sat each in their own compartment and thanked God that they had it to themselves. We English-speaking races have got together over this war. We have lost terribly, but we are gaining much. We are rubbing shoulders in London and Paris and countless other places, and we are rubbing the knobs and the angles off one another, good and plenty.

It is not always easy or comfortable to have knobs rubbed off you, and the process sometimes involves a little friction; but we must be prepared for that.

For instance, we all speak English, but we all pronounce it in different ways. Well, why not? Hitherto we have been inclined to assume that the other man was talking like that to annoy us.

That is one of the knobs that has to be rubbed off—intolerance over trivial matters of taste and habit.

The Englishman is learning perhaps more than anybody else. Today there are more than six million British soldiers all over the world—the British army has had something like seventeen fronts—men who, if it had not been for this war, would never have stirred outside their own parishes or their own compartment. But today they and you are learning from and teaching one another. When you and they get back home you will be the most powerful and most enlightened band of missionaries that ever invaded their own country.

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This is the first of a series of articles appearing in The Stars and Stripes to tell the members of the American Expeditionary Forces concisely, clearly, dispassionately and accurately the part they played in bringing about the common victory over the German Empire and its allies.

It is possible that in those ancient years when Rome was crumbling before the attacks of the barbarians from beyond the Rhine, or when western Gaul was trembling beneath the armies of Attila, the civilised world of the time may have felt itself as gravely threatened with destruction as did modern civilisation during the months of April, May and June, 1918, when once again the Huns, as alway through the ages the assailants of the higher types of human development were making their supreme effort to crush the armies of the Allies upon the soil of France. But never in past eras, certainly, was the stake involved for humanity so vast, so world-embracing, and never did the outcome of a supreme struggle seem to hang more perilously in the balance.

On the one hand was a German army on the Western front, reinforced to nearly twice its former proportions by the collapse of Russia, armed and trained to the last degree of perfection and animated by a hope of success, which, because it was based upon such almost immeasurable strength, amounted to conviction. On the other hand were the armies of France and England, doggedly determined still, but sorely tried through nearly four years of ceaseless battle and cruelly battered by the gigantic plunges of the enemy in his spring offensive.

The Unknown Factor

What factor could furnish to one side or the other the balance of weight which might turn the scale? The only factor in view which might accomplish this result was on the side of the Allies, but it was one so new so untried and so incompletely developed that in those days of early spring, when the German battering ram had driven a wedge between the British and French armies nearly to the coast west of Amiens, and another deep into the vitals of the British front at Kemmel Hill, that its ability to turn the tide of battle could only be hoped for, not certainly relied upon.

This factor was the army of the United States, which had been in the war theoretically for a year, but which was as yet represented in the zone of the armies by only a few insignificant divisions, and these few trained only for the terrible ordeal of modern warfare by experience in quiet, stabilised sectors. It was, of course, necessary that they should eventually be subjected to the supreme test, but, though Americans themselves might feel perfect confidence in what the results of that test would be, it could not have been without some misgivings that the French high command ordered the 1st Division, U. S. A., Major General Robert Lee Bullard, commanding, to occupy the divisional sector fronting Cantigny, in which it took position on April 25, 1918.

The Hope Of The Allies

The sector of Cantigny was not merely an important one in the Allied line of battle; it may be said to have been almost supremely important. Lying a few kilometers northwest of Montdidier, which, like Cantigny itself, was in the possession of the Germans, and about 25 kilometers southeast of Amiens, it was at the very apex of the salient which the enemy had gained in their March offensive, when they had come measurably near to severing the British and French armies. Upon the troops holding the line here rested the chief responsibility for the safety of Amiens and the vital railways and other lines of communication, now necessarily crowded close to the coast, by which the British supplied all of their line north of the Somme from Le Havre and other ports of the Channel coast.

Could the Americans be relied upon to hold this vital point as well as the French, who had here stopped the German advance a few weeks before? The Germans sneered at the idea, knowing that the untrained and self-indulgent Americans could never be made into first-class soldiers. The French and the British believed that they could, and, if the event should prove that they could, moreover, when the opportunity came, make head offensively into the German lines opposite to them, it would be to the reared armies and peoples of the Allied nations like the first flush of daylight after the stormy night. Millions more of American troops, potentially as good as those of the 1st Division, were coming, and if the 1st Division could stand the supreme test, no doubt would remain that eventually the war could be won.

Tit For Tat

After a period of rigorous training behind the lines, the 1st Division had first occupied a quiet sector in the region of Toul about the middle of January, where, through three months of almost constant service, they had learned the complicated lessons of defensive warfare, which had been brought to such a high state of perfection during three and a half year of war. It was from this sector that they were transferred to Cantigny, where, from their arrival on April 20, they experienced an intensity of defensive warfare vastly greater than that which had prevailed in their former positions.

The Germans, constantly threatening to resume their push toward Amiens and the coast, harassed the American lines night and day with artillery fire of all calibers, while trench raiding was frequent and formidable. The American raiding, however, was quite as spirited as the German, and patrols had soon secured information showing that the enemy's lines opposite the 1st Division were held by the 271st and 272nd regiments of German infantry, whose companies had an average strength of 160 men; better troops and larger companies than the average in the German army at the time.

Cantigny's Strategical Importance

Difficult though the American position was to hold it soon became evident that merely holding it would not suffice. The village of Cantigny, strongly organised and defended by the enemy, was on rising ground, affording admirable observation points overlooking the American lines and rear areas toward Amiens and Breteuil, and, moreover, presenting an excellent jumping-off place for a further great assault if the Germans should determine to resume their advance toward the coast. To safeguard the position and to place the line favorably for an Allied counter-offensive, if the chance for one should come, it was necessary that Cantigny should be taken and held. Preparations for the operation were begun at once.

The troops detailed to make the attack were the 28th Infantry, Colonel Ely; one battalion of the 26th Infantry, Major Theodore Roosevelt, Jr., for support, and detachments of French tanks and flame throwers. A section of terrain behind the American lines very similar in natural features to that occupied by Cantigny and its defenses was selected for maneuvering, and trenches in replica of the German ones were dug upon it. Sand tables showing the topography, woods, lines of change of the barrage, objectives, strong points, and all houses in Cantigny which might be expected to be organised as machine-gun nests were prepared and minutely studied. Exact and detailed orders were prepared by the staff and the artillery arranged accurate time tables for the preliminary bombardment and the rolling barrage.

Three Days Of Rehearsal

For three successive days the troops which were to participate in the assault rehearsed it in detail upon the selected terrain, until every officer and man knew perfectly the part which he was to perform, the route by which he was to advance, and the objective which he was to reach. This preliminary training being completed, every company commander, together with one other company officer and two non-commissioned officers, made a daylight reconnaissance to study the sector and select objects upon which to march when the assault should go off.

At length, after every conceivable preparation had been made and every precaution taken to insure success, came the momentous night of May 27-28. Probably the troops did not yet know it, but on that very morning had occurred an event which was to give to their own comparatively small undertaking even greater moral significance than it would otherwise have possessed.

That morning the Germans had gone

(Continued on Page 16)

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ALL NORTHERN FRANCE IN RUINS, SAYS HOOVER

Germans Left Industrial Life Paralysed And Laid Region Waste Wantonly

ARMY SUPPLIES BEING USED

Housing Problem Created By Return Of 1,500,000 Refugees To Devastated Areas

Washington, January 1.—In an outspoken cablegram received here yesterday, Herbert Hoover, Food Administrator and Chairman of the Commission for Relief in Belgium, tells of the wanton destruction wrought by German armies in parts of Northern France which they occupied, and states that the work of rehabilitation has been made so difficult by these outrages that it will be impossible for the commission, as it had hoped, to turn over the task at this time to the French Government.

"The entire industrial life of the region has been destroyed by the Germans," Mr. Hoover states. "There is scracely a single factory that can be operated without a very large portion of new equipment. The coal mines are totally destroyed and the network of railways in this region has been rendered almost hopeless of reconstruction for many months.

"The German method of destruction was to bend every single rail by exploding a hand grenade under it, rendering it useless for all time. The Grand Canal du Nord, which connects this section of France with the Belgium canal system and is the natural entrepot for goods for Antwerp or Rotterdam, was itself practically the fighting line for months and is so badly destroyed that it will take fully a year for its complete reconstruction."

Destitution Widespread

Discussing general conditions, Mr. Hoover states that the relief is based upon the allowance of food to the value of about 35 cents a day to the destitute, those having any resources or employment being required to pay. The whole extent of destitution is not yet known, he asserts, but appears to include fully 60 percent of the people. His cable adds these details:

"The Commission for Relief in Belgium had hoped to surrender the task of relief of Northern France to the French Government immediately upon the German retreat. It has been found impossible, however, for the French Government to undertake the food supply of this area for some months to come, and upon the urgent request of that Government, the commission has decided to continue.

"After the four-year paralysis of wholesale and retail business with the destruction of the principal towns and shops, these trades have disappeared, and the people are today dependent upon a ration issued directly to them, just as before the German evacuation. Until transport and trade can be rehabilitated the present system must go on, for the French distribution is done by the trades. These arrangements necessitate some reorganisation of the relief work and its entire separation from Belgium.

"Twenty members of the Commission for Relief in Belgium who joined the American army as officers have been released by General Pershing to undertake this work.

Army Trucks Being Used

"Transportation connections with the region are maintained through Dunkirk and through one Belgian canal still operating supplemented by motor trucks originally installed by the armies and now being gradually taken over by the Commission for Relief in Belgium.

"The population of this area at the moment of the retreat was about 1,500,000 there being also about 300,000 refugees in Belgium who are returning and some 500,000 refugees in France, all of whom are anxious to return to their native soil.

"The destruction of some twenty principal towns and literally hundreds of villages renders the return of these refugees a stupendous problem. Every effort is being made to retrain them from going back until some systematic provision for shelter can be completed, but they evade all official urgings and the roads are a continuous procession of these pitable bodies. Thousands of them reach their villages to find every vestige of shelter destroyed, and finally wander into the villages further back from the actute battle area, which are themselves already overcrowded to a heart-breaking degree.

"In order to remedy this situation to some extent the Commission for Relief in Belgium has obtained the services of 150 volunteers from the American navy and is taking over a large amount of second-hand barrack material from the navy and army. Those barracks are in course of erection adjacent to the destroyed villages under the superintendence of the navy volunteers.

Army Clothing Distributed

"A large amount of boots and shoes and warm clothing has been taken over from the Quartermaster's supplies, and these are being distributed to the people.

"The French Government is endeavoring to obtain some cattle from Switzerland and horses from the various armies, which, together with the meager supply of agricultural implements, may enable the population to get in some portion of next year's crops in such of these areas as are not too badly destroyed by battle."

Since January 1, 1915, the Commission for Relief in Belgium has transported food and clothing to the occupied territory of Northern France. These supplies were distributed through a French agency, the Comite Francais, made up of representatives from various towns and districts.

From canal terminals the supplies were handed over to local committees in the towns and villages, which were headed by the Mayors and selected from the representative citizens of the community. These committees attended to the actual distribution of the daily ration to the inhabitants. The goods were paid for by municipal issues of paper money, back of which stood only the responsibility of the particular villages of issuance.

The French Government is supplying some food from France to the Relief Commission, and imports required from the United States amount to about 30,000,000 pounds a month. The total food shipments from America for Belgium and Northern France amount to more than $30,000,000 a month in value.

Test Of Yanks At Cantigny One Of Vital Points Of War

(Continued from Page 15)

over the top along the Chemin-des-Dames in the last of their successful great offensives; an offensive so successful at the beginning that it was perhaps more disquieting than any of those which had preceded it, carrying the enemy's lines down to the Marne at Chateau-Thierry and seeming for a time to threaten Paris with imminent attack. In the next day's news to a dismayed world, telling of the armies of the German Crown Prince striding southward across the Vesle, the electrifying success of the 1st American Division at Cantigny was the only bright spot; but it was a spot of exceeding brightness.

Over The Top

Zero hour was set for 5:30 a.m., May 28. The designated infantry units entrucked for the front lines at 12:30 a.m. and at 3 a.m. they were in position in their jumping-off trenches. Twelve French tanks and the French flame throwers were in position, the squadron of French airplanes detailed to make observations was ready to perform its part of the complicated task, and a detachment of United States engineers was on hand for pioneer work. About 250 pieces of artillery, American and French, ranging in caliber from 75mm. to 280mm., stood prepared to open the bombardment at the appointed second.

Each infantryman carried a shelter half, his rifle with 220 rounds of ammunition, 2 hand grenades, 1 rifle grenade, 1 Bengal flare, 4 sand bags, 2 days' rations, 2 canteens of water and either a pick or a shovel.

At 4:57 a.m. every unit was in position and every arrangement completed. The night was calm and starlit, admirably suited to the work in hand. Promtly at zero hour, 5:30 a.m., the artillery bombardment began with a roar and the hail of missiles crashed down upon Cantigny and its stone walls began to crumble and fly into splinters.

The teriffic fire paralysed the Germans and when, at 6:30 a.m., the bombardment was suddenly pulled back to the initial line of the barrage and the infantry went over, advancing at the rate of 100 meters every two minutes and following the barrage at a distance of 50 meters, the enemy was so bewildered that he could not offer effective resistance. Mastered by the bayonets of the American infantry and terrified by the tanks and flame throwers, the Germans surrendered in clusters, those who attempted to fight being shot down or captured as the rush of assaulting troops mopped up the town and its covering trenches. In an incredibly short time the objective line beyond Cantigny had been reached, with remarkably few losses.

But now came the far more difficult task of consolidating and holding the captured positions. The German counter artillery fire had come down promptly, and it was withering. It was necessary promptly to make the new line secure against the counter attack which was certain to be launched very shortly.

Consolidating The Positions

First, a line of shell holes was consolidated and, with the help of the engineers, connected with hasty, shallow trenches, capable of being defended mainly with automatic rifles. Under a galling artillery barrage and a constant hail of machine-gun and rifle fire, the men then wired these positions in front, while the third wave of the assault, close behind, was busy, under quite as difficult conditions, in consolidating three strong points immediately behind the front line; one in the woods 200 meters east of the smoking ruins of Cantigny, one in the woods to the northeast of it, and one in the cemetery north of the town. Each strong point was garrisoned by one platoon of infantry provided with automatic rifles.

Under cover of a vigorous machine-gun barrage, in which one captured German machine-gun was participating, the Americans awaited the German reaction. For two hours after the capture of Cantigny the enemy's artillery fire continued with unabated intensity, in spite of the powerful response which the American and French guns were making to it. Telephone wires all along the American front were constantly cut, and it was during this period that one young American sergeant earned from the Germans the nickname of "the black snake of Cantigny" because of his success in wriggling over the top to repair cut wires.

Though they had lost their front line in the overwhelming rush of the American attack, the Germans were confident of their ability to retake it. Indeed, one German captain who had been taken and turned over to an American officer, upon finding himself held prisoner for a time in the front line, had the assurance to remark:

The First Counter Attack

"If you expect to keep me much longer, you had better send me to the rear; my men will retake this place within two hours."

True to expectations, just two hours after the capture of the town, the enemy's counter-attack was seen coming over from his reserve trenches in Laival Woods, protected by a barrage whose accuracy was carefully checked by experienced German aviators flying overhead. The attack fell upon the 2nd and 3rd battalions of the 28th Infantry. But, gallantly though they advanced, the enemy made the error of following the barrage at a distance of about 200 meters instead of 50 meters. The artillery fire passed over the American front line and gave the infantry a chance to get into action before the assaulting line was upon them. Waiting until the latter was within 100 yards, the Americans opened fire with one burst of flame, and in a moment the Germans were fleeing toward Framecourt Wood, leaving upon the ground not less than 500 killed and wounded.

But, though the attack was thus decisively repulsed, it was only the first of six successive counter-attacks which were launched within the next 48 hours. As each was repulsed, the enemy become more exasperated, more desperate in his efforts to retake the lost positions.

Repulsing Germany's Best

It was not only that they were of value to him in themselves; the accumulating evidence of the dash and doggedness of the American troops as they continued to maintain themselves triumphantly against the utmost efforts that their adversaries could make was giving the lie so plainly to the German thesis that the American troops were no good and never could be made good; that it was impossible for the American effort ever to become a decisive factor in the war, that the enemy dared not let them retain their advantage. If they did retain it, the news was sure to leak out to the German army and people and to strike a chill of foreboding to their hearts as they thought of the millions of other equally sturdy Americans who were on their way to France, in fact or potentially.

So, for two harrowing days the enemy continued to smother Cantigny in shell fire and gas and to burl the best troops he could gather upon the stubborn American line. But, from colonels to privates, the men who had come 3,500 miles across the sea to fight for human freedom and their own outraged rights upon a foreign soil stood firmly to their task, and it was here that such men as Lieut.-Col. Maxey, who, mortally wounded, continued to direct the movements of his men until he died; Corp. Robert Finnigan, who, also mortally wounded, concealed the fact and encouraged his squad and fired his automatic until exhausted from loss of blood, and Lieut. Clarence Drumm, who walked up and down the lines to encourage his men under the terrific fire until he was struck by a shell, gave to their own names the immortality of heroism and to American history fresh examples of the valor of the race to place beside those of Lexington, the Alamo and the Wilderness.

The Lesson Of Cantigny

At length, after 48 hours of nightmare, the German attempts relaxed. Convinced by the loss of about 800 men killed, 500 wounded and 255 prisoners captured, and the loss of several pieces of light and heavy caliber artillery, many machine-guns and rifles and a great quantity of ammunition and material that no sacrifice would recover their lost positions, and that the moral effect of the situation upon their own troops and people must be discounted by other means, if possible, the Germans settled back into their new lines, which they continued to hold until finally forced from them by the great Allied counter-offensive of mid-July.

Opposite to them, the 1st Division also remained on the ground its arms had won until the night of July 8-9, when it was at last relieved by French troops and went back for a few brief days of rest before going into a sector where it was to win for itself fresh and even greater laurels on the fields of the Marne salient, between Soissons and Chateau-Thierry.

But at Cantigny it had taught to the world the significant lesson that the American soldier was fully equal to the soldier of any other nation on the field of battle. Who can estimate the extent of the subtle influence which this proof exerted upon the gigantic armies locked in battle along the Western front, heartening the warriors of the Allies, dismaying those of the Central Powers, as they struggled literally for the mastery of the world upon the fields of the Marne and Picardy and Flanders through the weeks of June and July, 1918—perhaps the most momentous weeks in all history?

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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

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77 Monthly DRAWING of $2,000 PREMIUM BONDS

15th February, 1919

Notice is hereby given that in conformity with the conditions endorsed upon the bonds, the undermentioned reimbursements, of the total value of $22,161, representing 25 percent of $88,644 being premia on 7,387 bonds for the month of February, 1919, were drawn on the 15th February, 1919, at the Head Office of the Company, 5 Avenue Edouard VII, Shanghai, in the presence of Mr. G. F. DALTON, and WOO KING TSIU, Bondholders; J. BEUDIN, Director, SETH, MANCELL & CO., Auditors.

The reimbursements drawn will be paid on and after the 16th February, 1919, at any of the following places:—

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3 Bonds at $2,000 each numbered	1393	3489	4962
3 Bonds at $1,000 each numbered	156	3517	4914
3 Bonds at $300 each numbered	1740	3720	4800
3 Bonds at $200 each numbered	684	3510	6494
3 Bonds at $160 each numbered	1459	2499	6642
1 Bond at $1,387 numbered			4284
1 Bond at $518 numbered			6497
1 Bond at $300 numbered			5169
1 Bond at $200 numbered			6648
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4	517	1196	1839	2528	3150	3732	4320	4881	5512	6189	6795
8	519	1198	1850	2535	3183	3733	4328	4883	5513	6191	6810
11	521	1199	1863	2559	3191	3735	4338	4904	5515	6243	6842
31	531	1200	1864	2561	3194	3739	4341	4917	5533	6252	6868
38	541	1206	1876	2573	3211	3742	4355	4934	5536	6262	6878
47	573	1232	1880	2577	3214	3746	4359	4947	5539	6264	6900
50	579	1262	1905	2612	3225	3778	4363	4952	5551	6271	6904
77	588	1271	1908	2652	3250	3801	4369	4982	5555	6287	6909
98	604	1287	1943	2656	3262	3804	4372	4980	5559	6313	6913
116	671	1292	1959	2661	3293	3817	4374	4994	5565	6318	6939
124	681	1303	1968	2664	3325	3825	4389	4998	5569	6348	6973
137	715	1305	1976	2672	3353	3826	4402	5020	5612	6379	6977
138	723	1312	1983	2675	3363	3833	4409	5029	5616	6382	6984
149	730	1313	1987	2676	3367	3836	4412	5031	5625	6387	7003
154	734	1317	1998	2682	3370	3839	4430	5046	5633	6392	7028
155	738	1322	2001	2722	3385	3840	4432	5057	5677	6405	7033
158	748	1331	2011	2730	3392	3845	4433	5075	5689	6418	7034
167	754	1350	2014	2734	3393	3864	4443	5077	5695	6420	7039
170	756	1360	2059	2735	3405	3865	4462	5093	5699	6422	7052
174	770	1367	2064	2765	3408	3871	4483	5111	5709	6427	7054
190	793	1379	2074	2775	3413	3872	4488	5125	5710	6428	7065
194	802	1389	2085	2789	3430	3879	4492	5152	5733	6429	7072
198	803	1391	2094	2795	3437	3911	4506	5157	5741	6441	7076
217	806	1405	2095	2996	3441	3919	4507	5158	5747	6457	7078
228	811	1416	2108	2801	3462	3932	4526	5168	5752	6463	7088
250	819	1442	2111	2812	3465	3933	4534	5171	5760	6478	7097
253	823	1449	2114	2822	3466	3936	4552	5190	5767	6483	7101
262	841	1458	2159	2829	3470	3945	4557	5199	5774	6490	7130
279	844	1478	2166	2845	3493	3975	4567	5204	5796	6504	7133
286	865	1501	2180	2853	3496	3999	4576	5218	5797	6507	7134
287	874	1521	2206	2856	3531	4004	4587	5229	5798	6527	7138
294	882	1538	2212	2872	3535	4007	4592	5262	5804	6534	7143
322	896	1541	2234	2877	3540	4011	4594	5269	5809	6545	7150
332	924	1548	2242	2880	3546	4024	4599	5281	5840	6552	7151
339	941	1551	2244	2885	3561	4035	4601	5282	5843	6562	7152
340	951	1552	2249	2894	3567	4039	4613	5290	5859	6564	7156
345	968	1572	2261	2909	3570	4041	4623	5293	5861	6579	7165
367	986	1573	2263	2910	3573	4048	4633	5297	5878	6587	7168
368	987	1578	2267	2942	3577	4064	4643	5298	5884	6597	7170
382	1014	1595	2278	2963	3582	4104	4656	5321	5886	6614	7172
385	1018	1598	2303	2975	3583	4113	4661	5327	5890	6636	7193
390	1022	1621	2305	2982	3584	4121	4668	5328	5899	6637	7222
394	1033	1643	2309	2988	3589	4132	4670	5348	5916	6641	7235
400	1040	1644	2313	2992	3603	4133	4688	5362	5951	6645	7250
414	1042	1652	2314	2999	3607	4145	4706	5365	5953	6651	7260
419	1050	1664	2332	3000	3609	4165	4711	5368	5961	6665	7271
421	1064	1674	2351	3008	3621	4168	4712	5374	5976	6670	7277
428	1065	1700	2356	3040	3623	4208	4717	5382	5991	6678	7287
429	1073	1734	2357	3057	3624	4211	4730	5388	5998	6685	7302
434	1080	1738	2365	3058	3634	4232	4739	5391	6036	6695	7312
445	1100	1741	2414	3062	3640	4244	4752	5401	6046	6704	7322
446	1132	1782	2435	3068	3668	4248	4753	5440	6049	6718	7331
448	1133	1793	2449	3084	3675	4250	4754	5464	6050	6722	7333
455	1143	1794	2489	3108	3677	4259	4762	5466	6081	6740	7344
464	1150	1808	2476	3116	3680	4260	4780	5482	6082	6748	7346
470	1155	1809	2484	3128	3687	4271	4784	5489	6093	6758	7352
476	1168	1811	2487	3131	3694	4282	4792	5497	6110	6763	7353
488	1178	1828	2494	3133	3718	4302	4794	5504	6114	6777	7374
494	1180	1829	2503	3135	3724	4306	4857	5506	6120	6782	
509	1191	1883	2514	3137	3728	4319	4880	5510	6172	6787	

Municipal Notification

No. 2574

REPATRIATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS

WHEREAS since the declaration of war by the Republic of China on the Empires of Germany and Austria-Hungary, the Subjects of the said former Empires (hereinafter called "Enemy Subjects") have been suffered to remain within the confines of the said Republic, under permits issued, within the limits of the Foreign Settlement of Shanghai, by the Municipal Council. **And Whereas** by Mandate issued on the twenty-eighth day of January, 1919, bearing the seal of the President of the said Republic the repatriation of Enemy Subjects is duly ordered. **And Whereas** by Proclamation issued on the eleventh day of February, 1919, bearing the seal of the Commissioner of Defence for Sungkiang and Shanghai certain regulations are prescribed for giving effect to the said Mandate. **And Whereas** the said Proclamation has been countersigned by the Senior Consul and by him transmitted to the Municipal Council with the request that the same be posted with the said Settlement. **And Whereas** the said request and a translation of the Proclamation are set forth at length in the Municipal Gazette published on the thirteenth day of February, 1919. **And Whereas** the Head Office for the Repatriation of Enemy Subjects referred to in the said Proclamation has been established at No. 121 Bubbling Well Road within the limits of the said Settlement with the assent of the Municipal Council as a measure of co-operation with the Chinese Government and for general convenience. **And Whereas** the said Proclamation has been countersigned and sealed by the Municipal Council and duly posted and for the peace and good order of the said Settlement certain instructions giving effect thereto have been duly communicated to Enemy Subjects resident within the limits of the said Settlement.

Now therefore be it known and let all such Enemy Subjects take note that the said instructions must be strictly obeyed. **Be it also known** and let all such Enemy Subjects who may fail for any reason to receive a copy of the said instructions or who may desire to make any enquiries in regard thereto or to claim exemption from repatriation under the provisions contained in the said Proclamation take note that they must make application forthwith at the Head Office for the Repatriation of Enemy Subjects above referred to. **Be it further known** and let all such Enemy Subjects take note and observe that failure to comply with the said instructions and with such further instructions and regulations as may be issued hereafter from time to time to give effect to the said Proclamation will render the delinquents liable to prosecution.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room.
Shanghai, February 13, 1919.
21184

The Yue Yuen Commercial and Savings Bank of Shanghai

源豫商資合儲蓄銀行

IN pursuance of the tendency of the times and for the consolidation of our foundation, this Bank has been formed, being converted from the Yü Yuan Bank, with a capital of Tls. 300,000, all fully paid up; and our old proprietor, the Chen Family of Soochow, continues to be our shareholder, assuming unlimited liability for the business of this Bank. Loans granted on both current and fixed-term mortgages, savings deposits on current and fixed accounts accepted; and bills accepted and discounted for all banking institutions of outports; and also all other descriptions of banking business transacted. Five, large, foreign style storehouses are provided on North Soochow Road and North Fokien Road for the storage of merchandise which can be pledged as mortgages for loans from this Bank. Very reasonable terms to our customers.

General Office:—
NO. 64 NINGPO ROAD,
SHANGHAI.

Telephone: Central 2463.
21116

Municipal Notification

No. 2575.

NOTICE is hereby given that the following Ratepayers duly qualified under Article XIX of the Land Regulations, have been proposed and seconded, and have given their written consent to serve, if elected, as Councillors for the Foreign Community of Shanghai for the Municipal year 1919:—

Messrs. C. M. Bain
W. H. Barham
J. H. Dollar
A. Howard
T. Ibukiyama
W. P. Lambe
H. A. J. Macray
R. S. F. McBain
W. L. Merriman
E. C. Pearce
A. Brooke Smith
Ed. White

Notice is hereby given that Dr. R. S. Ivy, having been duly nominated by land-owners, is, in accordance with Article VIA of the Land Regulations, considered to be elected as Land Commissioner for the Municipal year 1919.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, February 13, 1919.
21186

Sequestration of Property of Enemy Subjects

NOTICE is hereby given that all persons having claims against Enemy Subjects now residing within the province of Kiangsu or against estates under the Control of enemy subjects now residing within the province of Kiangsu are hereby required to send particulars in writing thereof (in triplicate) to us the undersigned, duly appointed by Presidential Mandate as Director and Associate Director of the Branch Office for the control of Funds and Property of Enemy Subjects in the Province of Kiangsu and that all such claims as aforesaid must be delivered to us at No. 122 Bubbling Well Road on or before the 20th day of February, 1919, and that no such claim will be entertained after that date.

IVAN CHEN
Commissioner for Foreign Affairs, and Director of the Branch Office for the Administration of Funds and Property of Enemy Subjects in Kiangsu.

WANG KENG TING
Taoyin of Hu-haw circuit, and Associate Director of the Branch Office for the Administration of Funds and Property of Enemy Subjects in Kiangsu.
21195

Municipal Notification

No. 2571

REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS

(Amendment of Permit Conditions)

NOTICE is hereby given that Conditions 2 and 3 of the permits issued to German and Austro-Hungarian subjects, in pursuance of the provisions of Municipal Notification No. 2466, have been amended to read as follows:—

2.—Commencing on Thursday, February 13, 1919, the holder (if a male) is required to present himself in person daily, between the hours of 9 a.m. and 3 p.m. at the Police Station of his district in order to have his permit checked by the Police.

3.—On and after Thursday, February 13, the holder will not be permitted to change his or her address.

On and after Thursday, February 13, all German and Austro-Hungarian male subjects of 16 years of age and upwards are, therefore, required to report to the Police daily, instead of twice weekly as at present, and this Condition and the other Conditions of the Permit must be strictly observed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, February 12, 1919.
21155

MASON & CO.

CONFECTIONERS

No. 90 BUBBLING WELL ROAD. OPPOSITE RACE COURSE

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3829

RAILWAY HOTEL, SOOCHOW

A first-class Tourist and Residential Hotel in Soochow

The proprietor assures everyone that no effort will to be spared to ensure the comfort and satisfa tion of visitors. Airy, large comfortable rooms, fitted with electri lights, fans and stoves, with bathroom and veranda attached.

WOLFRAMITE FOR SALE

ANOTHER 50 TONS OF ORES NOT LESS THAN

72% TUNGSTEN

had arrived here

PRICE ABOUT TLS. 750 PER TON (2240 lbs.)

Apply to

Mr. Y. P. TSENG,
No. 28, SINZA TERRACE, SINZA ROAD.
21115

LOMBIO

CURES

PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agen

Shanghai Dispensary
24 Foochow Road, Shanghai

Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.

SHIRTINGS

A good selection of patterns of Men's Shirtings is always on hand at

"V" Modes
20 Nanking Road, 3rd Floor

Bank of Communications

Notice is hereby given that all notes issued by the Bank of Communications, Shanghai, which are stamped "SHANGHAI" are redeemable at face value in Mexican Dollars from the Shanghai Branch of the Bank of Communications.

And notice is also given that the aforesaid notes are accepted by all the foreign banks in the settlement, and also at the office of the Shanghai Municipal Council.

Shanghai, 12th February, 1919.
21165

Now is the Moment!

If you want to buy a first class nicely situated dwelling house in

TSINGTAO

Please apply to
J. TH. MONCHEN,
TSINGTAO.
P. O. Box 115 20380

Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiplies and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE
Continental Import & Export Company
8 MUSEUM ROAD.
18867

Massage and Swedish Treatments

Expert Masseur, Electrical and Swedish Treatments, by Thos. Burke, London, Eng. Cert. c/o Palace Hotel. Patients visited. The only graduated masseur in Shanghai.
20297

IN THE UNITED STATES COURT FOR CHINA

In re Estate of MARY ANNA BETINES, *Deceased.*

Cause No. 730
Estate No. 276
NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before August 9, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

WILLIAM A CHAPMAN,
Administrator,
11 Whangpoo Road,
Shanghai, China.

February 9, 1919.
21102

NOTICE

Property of Carl Breiding and Sohn
No. 17 Chengtu Road

Formerly represented by FERD. BORNEMANN & CO.

By an Order of the International Mixed Court dated the 30th January, 1919, the undersigned has been appointed RECEIVER for the above mentioned Property, which is now offered for sale.

TENDERS

are hereby invited for the purchase of the said property as a going concern, which must be sent in on or before February 28th, 1919, to the undersigned who does not bind himself to accept the highest or any tender.

G. D. MUSSO,
Receiver for the Property of
CARL BREIDING & SOHN,
No. 17 Chengtu Road.

Shanghai, 13th February, 1919.
21202

LAND WANTED

Wanted to buy, not less than thirty mou in a single block, within five minutes walk of the Bubbling Well tram terminus, either inside or outside Settlement limits. Replies to be addressed to Box No. 123, THE CHINA PRESS.
21125

TURKISH BATH
and
MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.

Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Rd.

PENSION PRIVÉE

92-97
Range Road
Telephone North 1173

High-class Boarding-House and Restaurant

All modern comforts; moderate terms.

LEARN TO PLAY THE

SNARE DRUM
BASS DRUM
ORCHESTRA-BELLS
MARIMBOPHONE
Lessons by
MR. A. B. CODY
Phone C. 1915. 47 Boone Road.
21159

T. Ichiki & Co.
Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

NOTICE

CHIROPRACTIC (Ki-Ro-praktik) is a scientific method of removing the cause of disease (acute or chronic) without the aid of drugs, surgery or appliances. The science of chiropractic is based upon a correct knowledge of the brain, spine, spinal cord and nerves emanating therefrom. If you are sick and have tried everything, have not received benefit, try spinal adjustment and get well.

P. S. KAWAGUCHI, D.C.
CLAIR KAWAGUCHI, D.C.
Licensed Chiropractors

Graduates of Palmer School of Chiropractic (Chiropractic Fountain Head) U.S.A. 51 Main St., Anglo-Japanese Building, Suite No. 3, Yokohama.

Will open a branch office at Shanghai the end of February or the beginning of March.
21188

NOTICE

The Funeral of the late Mr. Woo Kee May, Vice-President of The Chinese Comapny, S.V.C. Association, will take place on Sunday the 16th inst. The Cortege will leave Shanhaikwan Road at 2 p.m. and will proceed to the Soochow Guild, via

Myburgh Road
Avenue Road
Park Road
Bubbling Well Road
Nanking Road
The Bund
Peking Road
Sinza Road

The order of the procession will be: (1) Mounted Police, (2) Municipal Band, (3) General Lu's Band, (4) Chinese Company, S.V.C. (active and reserves), (5) The Hearse, (6) Principal Mourners.

Friends are requested to meet the Cortege at The Soochow Guild (corner of Sinza and Tatung Roads).

G. GRAYRIGGE, Captain.
O. C. Chinese Company, S.V.C.
21203

Municipal Notification

No. 2510

7% LOAN 1918

UNDER the authority of Resolution VI passed at the Annual Meeting of Ratepayers on March 27, 1918, the Council hereby invites applications for debentures in the 7 per cent. Loan of 1918.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent. per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on December 31, 1928.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 249 Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 29, 1918.
21155

Municipal Notification

No. 2576.

ELECTION OF COUNCILLORS

THE Poll will remain open from 10 a.m. to 3 p.m. on Thursday and Friday, February 20 and 21.

No Voting Tickets are issued. Qualified ratepayers desiring to vote are required to attend at either of the Voting Stations and to mark on a list the names of the persons, not exceeding nine, for whom they intend to vote.

Voting Stations will be established at—

The Revenue Office, 7A The Bund.

The Hongkong and Shanghai Banking Corporation, Sub-Agency, 9 Broadway.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, February 13, 1919.
21186

COLLACO'S DOG TRAINING KENNELS

Kiangwan Road

Fee for keeping dogs including exercising Tls. 8 per month.
Fee for special training of untrained dogs Tls. 30 extra.
Sporting dogs for sale or hire.

Please apply to M. J. E. Collaco, No. 1 Houtok Terrace, North Szechuen Road Extension, Shanghai.
21138

EDEN HOSPITAL

Dept. of Venenal Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

JAPANESE VETERINARY HOSPITAL

DR. S. NAKANISHI
and
DR. G. KAWABE
Y-A 4 Barchet Road: Tel. N. 611
(near American Alliance Church)
20760

SPECIALIST

(Can Speak English Well)

Surgical and Venereal Diseases Men's and Women's Diseases.

Treatments of Diathermy and X Ray are better for nervous diseases (especially rheumatism and nervous prostration) and skin diseases.

Injections of all kinds of vaccine, serums and 1914 (606). Tests of blood.

(Japanese) Dr. WATANABE, A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road).
Tel. North 2279.
17846

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

TIENTSIN CARPETS AND RUGS
Sheep or Camel Hair
Made to order from customers' designs.

HWA YENG FACTORY
127 Peking Road

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17287

PRINCE OF MONACO ACCUSES THE KAISER OF CAUSING THE WAR

Writes To Ex-Ruler, Recalling Remarks Which Showed Real Mind

TREACHERY IS LAID BARE

'You Deliberately Planned Conflict,' Former Friend Tells Wilhelm

Paris, December 27.—A letter that Prince Albert of Monaco addressed to former Emperor William has been given to the Associated Press. It promises to rival the notable revelations made by Prince Lichnowsky, German Ambassador at London, at the outbreak of the war, and Dr. Muehlon, the former Krupp director.

Prince Albert's letter gives textually many conversations with the ex-Emperor on his war projects, and also a number of letters from the former German ruler to the Prince. The letters are addressed to the Prince as "My dear Cousin," and are signed "Your Highness' devoted friend, cousin and admirer, William I. R."

The conversations between the ex-Emperor and the Prince cover years of close intimacy during which Prince Albert was a frequent guest of the Emperor at Berlin and Kiel and at the Emperor's summer palace on the Island Corfu.

Recalls Their Talks

The Prince's letter is addressed: "To His Majesty William II." It addresses the former German ruler directly throughout as "Sire." It recalls to the ex-Emperor their conversations, in which the Emperor expressed his ideas for Germany's future, and then gives the successive steps in which he yielded to the military element.

Explaining the purposes of his letter Prince Albert writes:

"I speak with serenity after seventeen years of effort to enlighten you upon the only path which would maintain the rival nations within the limits of justice and dignity and would reunite in peace the interests of France and Germany. I speak with firmness of soul in revolt against the spectacle of the plot of force to annihilate law and honor, all the beauties of civilisation and all the conquests of man over the brute.

Warned Him Of Error

"It was open to you to become the greatest figure of all time if you had directed your power to repairing the injustice weighing on Europe and given your high authority to the ideals of right, justice and peace to which mankind is now eagerly turning.

"But, instead, you maintained the brutal customs of a military monarchy until Germany, which could have won world power based on civilisation, has dragged you down in its false ideas and blind folly."

Recalling to the ex-Emperor their conversations, the Prince says:

"I was deeply impressed with the talk I had with you when we inaugurated the Observatory of Ledenberg. When I condemned the militarising of a people as stunting individual development you described to me the advantages of such a form of national education outside its purely military objects, because, as you said, it relieved men from the heaviness of their bearing.

"This was your conception of the principal end of a system the application of which is terrifying the world. Today in the path of your armies are strewn the marks of this education, which betray your profound error."

"Although you said to me one day it was not your right to take a certain action which would have conserved world peace, yet you told me on the yacht Meteor on June 28, 1914, in learning of the assassination of Archduke Ferdinand, 'Now I must do everything over again.'

Says He Willed War

"History will recognise in these two manifestations of your conscience the truth of your responsibility for a deliberate war. In an interview I had with you on the same yacht on the morning of the same day I noted certain points disclosing your real purposes when I said to you that I believed the majority of the French supported the idea of a rapprochement with Germany, you answered me with unusual emphasis, 'Yes, but we must hurry or else it will be too late and other arrangements will be necessary to establish the position of the nations of Europe.'

"'Here are the Anglo-Saxons understanding their true interests and trying to group themselves in joint protection against the yellow races. Even this year President Wilson and England have used diplomatic language. They understand also that there is nothing to do with Germany than to accept her as she is.'"

After thus quoting verbatim the Emperor's language, Prince Albert adds:

sentiment toward France or any one, and you remarked to me that you might have fallen upon Russia when she was ruined by her war with Japan, and upon France when 300,000 French soldiers were in hospitals. When I answered you that France's pacific intentions were shown by the tendency to reduce her military forces, you had nothing more to say."

He Hinted At War

The Prince then relates a sensational conversation in which the Emperor, pointing to a British squadron visiting Kiel, foresaw the coming war.

"The transformation of your mentality became evident to me in June, 1914, when upon the deck of the Hohenzollern at Kiel you said to me with irritation as you saw the English squadron come to salute you: 'If they oblige me to make war the world will see what it has never known before.'

"Your mind seemed touched with a last gleam of foresight as those ferocious views took form. Perhaps you still wished to resist the monstrous obsession of those demanding war, for you added: 'Upon those ships where English officers are about to laugh and dance with our young women they seem very far from dreaming of making war.'"

Prince Albert then relates numerous conversations when the Russian Emperor proposed an international court at The Hague. "You disclosed to me one day your real thoughts upon this noble movement in remarking to me with a smile that you were happy to participate in the Tsar's conferences, but did so by appointing as your delegates the most vigorous German Generals."

Prince Albert's letter continues: "I recall also that when I asked your support for the first international marine congress you referred me to Admiral von Tirpitz, for whom the soul of the sailor will never have any respect."

The Prince gives a conversation with the German Crown Prince as showing his attitude toward The Hague tribunal. "Talking with the Crown Prince at his Kreuth residence in Bavaria I complimented you on offering to settle the Casablanca affair before The Hague tribunal.

"The heir to the imperial throne answered that the Chancellor had made a mistake in accepting that arrangement, 'because,' said the Crown Prince, 'the French are right in that affair, but a powerful state should never avoid war even when it is in the wrong, under penalty of losing its prestige.'"

In another talk with Emperor William the Prince says the Emperor remarked that he held the Russian Tsar in his hands.

In this connection Prince Albert writes: "In the Tsar's crimes, for which Germany must bear responsibility, there is one which will revolt humanity for all times. Nicholas II. was incapable of lying or betraying his allies. He wished to perform his duties. Not agreeing with your wishes, although you told me you held him in your hands, Nicholas eluded your suggestions, but was assassinated by your Bolshevik accomplices without your intervening to save him."

LOSS NO RAILROADS PUT AT $150,000,000

Deficit From U.S. Government Operation In 1918 As Figured By Federal Officials

Washington, January 1.—The Government's loss in operating the railroads in 1918 is calculated by Railroad Administration officials at less than $150,000,000. This represents the difference between the aggregate amount the Government will pay the railroad companies as rental for the properties—the so-called guaranteed return—and the net income which the Government will receive from the railroads.

It will take six months more of receipts from the increased freight rates to permit the Government to recoup its losses, officials believe. If Congress does not approve the proposed five-year extension of Federal control, and if, as a consequence, President Wilson carries out his announced intention of returning the roads to private management at an early date, the Government's loss will not be made up.

This deficit does not include the big sum—between $150,000,000 and $200,000,000—which has been loaned to railroads to help them pay for the extensive program of improvements and purchase of new cars and locomotives. These loans will be repaid eventually.

The Government's loss cannot be stated exactly until the compensation of each road is finally determined, and until the Interstate Commerce Commission compiles figures on earnings and expenses for November and December. Officials believe, however, that the aggregate Government compensation for all roads will be about $950,000,000, and that the net income from railroad operations credited to the Government will be a little more than $800,000,000. For ten months up to November 1, the Government's net income from the railroads, as reported by the Interstate Commerce Commission, was $605,000,000.

Operating revenues for the entire year, officials calculate, probably amounted to $4,800,000,000, more than ever before in railroad history, and operating expenses probably ran up to $3,800,000,000. This left $1,000,000,000 of net revenue, which was cut down more than $200,000,000 by deductions for ordinary taxes, rentals for equipment not owned by railroad companies, and other incidental items.

War taxes and expenses of maintaining financial and other corporate offices, including salaries of officers not actually employed in physically operating the railways, must be paid by the railroad companies out of the $950,000,000 which the Government guaranteed them.

For the railroads, 1918 was a year which broke all records of revenues and expenses. Although receipts were nearly 20 percent greater, expenses were even more. It took 80 percent of the operating revenues to pay operating expenses, although only 70 percent was taken for that purpose in 1917. Operating expenses, which, with estimated figures for the last two months, amounted to $3,800,000,000 were $1,000,000,000 more than in 1917. Increased wages are estimated variously to have been responsible for between $600,000,000 and $800,000,000 of this $1,000,000,000.

In the ten months ended November 1, for which the Interstate Commerce Commission has compiled definite reports, receipts from freight, passenger, and other revenue sources were $4,032,000,000, or a little less than the $4,041,000,000 revenues for the entire year of 1917. In the ten months, $2,818,000,000 came from freight, and $856,000,000 from passenger traffic.

Operating expenses for the ten months amounted to $3,247,000,000, or about $400,000,000 more than the $2,852,000,000 expenses for the entire year of 1917. So-called transportation expenses, including the bulk of the cost of running the trains, amounted to $1,866,000,000, maintenance of cars and locomotives cost $897,000,000 and maintenance of tracks, roadway and structures cost $521,000,000. Most of these figures probably will be raised 20 percent by returns for the last two months.

The reports do not include small roads with less than $1,000,000 revenue a year.

Eastern roads in the ten months reported $1,828,000,000 revenues and $1,551,000,000 expenses. Western roads $1,349,000,000 revenues and $890,000,000, expenses and Southern roads $542,000,000 revenues and $493,000,000 expenses.

Director General McAdoo spent new Year's Day working on his final report on Government railroad operations for 1918 for submission to President Wilson. He now plans to leave Washington for a vacation in California next Sunday, but will retain his functions of Director General until a successor is named by the President.

Korean Independence Move Alarms Japan

Police Authorities Send Letter To Press In Effort To Curb Comment And References

The following is taken from the Japan Chronicle of January 31:

When the Hara Cabinet was formed, it was stated that its policy was entirely opposed to anything like bringing pressure to bear upon the press to hinder the publication of news or opinions. The receipt of the following document causes, in these circumstances, some surprise:

January 28, 1919.

To Newspapers and Magazines in the Prefecture:

Taking the advantage afforded by the Peace Conference, some small and weak nations in the world are attempting to start movements to secure independence in accordance with the principle of self-determination, and in this connection a few Koreans are reported to be setting about a similiar movement. Reference in the newspapers to such movements is calculated to cause in the minds of Koreans, who are beginning to understand the goodwill of Japan, expectations of independence, producing an unpleasant situation in regard to the maintenance of order in Korea. We understand that the Government-General of Korea has accordingly been compelled to prohibit all such reference and the import of any journals containing such reference. If this sort of thing is published in newspapers in Japan proper, it may incite the Korean students and other Koreans, giving rise to various rumors, and ultimately disturbing the minds of the people of Korea. This would be a matter for serious apprehension from the point of view of the administration of the Empire, and though we are sure that you have this duly at heart, we feel it necessary, in view of the seriousness of the matter, to ask you to exercise particular care and discretion in this matter in the interest of the State.

Yours faithfully,
Koto Keisatsu Ka,
(High Police Section)
Hyogo Kencho.

So far, the only news on this subject published here, we believe, is the statement that some American Koreans were arranging to send a delegation to Paris, and that the police had dispersed a students' meeting in Tokio. A comparison of the policy indicated in this letter with that pursued in India is interesting.

IF SLEEP DOES NOT REFRESH YOU

People who are tired out, who arise in the morning feeling that sleep has not refreshed them, are in a state of nervous exhaustion that borders on the condition that doctors call neurasthenia. The causes are varied. Continuous work, mental or physical, without proper attention to diet and exercise, also worry over the struggle for success, are the most common causes. Excesses of almost any kind may produce it. Sometimes diseases like influenza will cause neurasthenia. So also will a severe shock, intense anxiety or grief.

The symptoms are over-sensitiveness, irritability, a disposition to worry over trifles, headache, possibly nausea.

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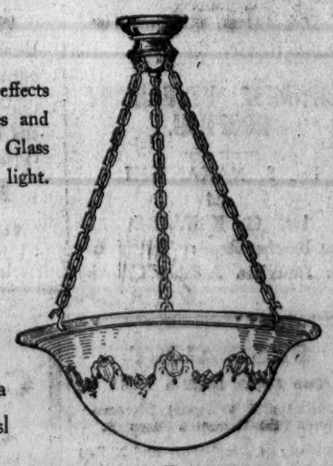

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PLAN TO CONQUER WORLD'S AIRWAYS

British Committee On Aerial Transport Presents An Exhaustive Report

WANT THE EMPIRE TO LEAD

Passenger Lines Certain To Be Operating Soon, They Say—Feasible Routes Mapped

New York, January 5.—An exhaustive report upon the future use of aircraft in commerce and travel and upon the utilisation of the great factories built in England during the war, and the personnel of the Royal Air Force, has been made to the Air Council of Great Britain by the Civil Aerial Transport Committee, appointed especially to study future legislation both in the empire and among the Allied nations.

Viscount Northcliffe was Chairman of the committee, and among the sixty members collaborating the extensive report of more than eighty pages were H. G. Wells, author of some novels, dealing with air travel and warfare; Major Gen. W. S. Brancker of the Air Ministry, Major Gen. Sir J. W. McCay of Australia, Major Gen. Huck of the Board of Trade, the Duke of Athöll, Lord Sydenham, and the Earl of Drogheda.

All the special committees appointed to consider different branches of the future of aeronautics agreed that the British Empire should attempt to lead the world in the air, and that all the Dominions should be encouraged to build up huge air fleets or aerial mail and passenger transportation as well as for protection against enemy attacks. None of the sixty members of the committee expressed any doubt that within a few years passenger lines would be running to all parts of the world, and a special committee reported upon the feasible routes across all the seas and continents.

"While considerations of national security afford the all-important reason for advocating State action for the development of aerial transport facilities," says the report, "among the most important of the national benefits to be hoped for are increased facilities for friendly intercourse with foreign nations, and, still more, the improvement in communication among the widely scattered countries which make up the British Empire.

"It has already been shown that the longer the distances which it is desired to cover rapidly the greater are likely to be the commercial advantages enjoyed by aerial transport for such purposes as the carriage of mails, as compared, that is, with rail and steamer transport, whence it appears that the Dominions and India, owing to their great geographical area and the wide distances which, in many cases, separate their important centers of population, offer a fruitful field for the development of civil aeronautics."

Air Travel As A Habit

The members of the committee expressed the opinion that as soon as regular passenger routes had been established it would become a habit for business men to use airplanes on errands, and that soon it would become common for a man to fly 400 or 500 miles to see a customer and then return to his home in the same day. In addition to mails, it is suggested that planes be used to carry light and perishable goods and fruits, as well as precious metals and jewels.

"The cost of electric cable communication, say, to Johannesburg, at £8 10s per 100 words (about $42.40,) (a message taking about twenty-four hours to reach its destination,) can be contracted to the cost, say, 2s 6d (60 cents) of sending a letter of 5,000 words to the same spot in six days by airplane," says the report. "The London mail could be conveyed to Calcutta in four days, as against sixteen days, the minimum at present. These instances illustrate the intrinsic utility of air services, apart from the value of making closer links within the empire and of giving support to the construction of aircraft to be ready for war emergencies."

A majority of the members thought that it would be better to put the control of aerial travel under the Air Ministry, but some dissented, saying that they thought the ministry ought to have control of military aeronautics, while civilian and commercial flying ought to be controlled by a separate Board of Trade, or Board of Utilities. All agreed that "State ownership of aerodromes and landing places is necessary in the interests of national defense and highly desirable, also, for commercial purposes."

Several ways were suggested for the State to aid private flying companies in carrying on passenger and freight business. One of these was that "charters might be granted to properly organised companies, giving them exclusive running rights for defined aerial routes, either in the United Kingdom or in the British Dominions and Colonies." Another was that "aerodroms, landing places, meteorological stations, and wireless telegraphic installations, which will in any case have to be provided for the naval and military air force throughout the country, might be put freely at the disposal of private fliers and commercial undertakings as the roads are put at the disposal of the traveling public."

A third suggestion was that "the State might encourage, by liberal contracts, the carriage of mails and parcels by air, or might undertake to take up a certain proportion of the accommodation provided for such carriage." It was suggested also that "facilities might be offered for the purchase or hire, at low prices, of aircraft surplus to military requirements at the end of the war." The last point was that "a retaining fee might be paid to such owners of aircraft as agree to hold them at the disposal of the State."

In a report, annexed to the main report of the committee, Frank Pick discusses the advantages of having a great fleet of airplanes for the defense of the realm, but he says that military and civil aeronautics should not be under the control of one board. He discusses the question of sovereignty of the air, and continues:

"The strategic position of this country to the air differs greatly from the strategic position in relation to the sea. So long as the shores of the North Atlantic are occupied by the leading civilised peoples, so long the British position is advantageous as a center of sea power. But if air power is to usurp to any degree the place of sea power—and this seems probable so long as flight over land holds appreciable advantages over flight over sea which is the case under conditions as they exist today—so the country placed centrally as regards land must be superior to the position of a country placed centrally as regards water.

"The German aims of Central Europe, Central Africa, and the Berlin-to-Bagdad approach to Asia are seen to be the more sound and the more dangerous as this idea is carried to fruition. The very scattered and discontinuous character of the countries constituting the British Empire becomes an obstacle to the development of aerial transport and aerial power.

"The British Isles are badly placed for aerial communication. Other nations bar the access to the great land masses associated to form the British Empire. A clear right of way, free from restriction, across France and Italy and Spain, is essential to effective progress in intercolonial air communications. Our self-interest, therefore as a great power lies toward an international settlement of air sovereignty."

It is pointed out in the report that the rules drafted by the International Convention in Paris in 1910 were incomplete because of the clash of the British and German delegates on the question of the sovereignty of the air or the control to be exercised by a State over the air above its territories. The report adds that "in our opinion this question of sovereignty is one upon which agreement between the contracting powers is vital in the future interests of civil aerial transport."

One of the suggestions is that a nation shall have control of the air over its territories to a certain height and that above that point the skies shall be free to all, as the seas become international three miles from the shores of a country. It is pointed out that "the commercial advantages of air traffic are to be expected mainly from rapid, uninterrupted flights over long distances, and that these advantages would be clearly best secured if aircraft above a certain altitude were allowed to fly freely in any direction, without let or hindrance imposed on them by the municipal legislation of the States over whose territories they might pass."

Points Of Law Involved.

The differences of opinion that existed between the British and the German delegates at the Paris conference have been more accentuated by the war, the report says, in pointing out that the settlement of the control of the air over territories will be made upon military considerations.

"To give to foreign aircraft, as a matter of acknowledged international law, the right to fly at will over the territory of the State would be to give them undesirable opportunities for espionage," continues the report, "and generally to limit" the elementary right of the State to take each and every measure which it considers necessary for preservation.' In time of war, moreover, the doctrine of the 'freedom of the air' above a certain altitude would give rise to most embarrassing questions for neutral States. They would actually be exposed to the risk of having aerial battles fought over their territory without being able to claim that their neutrality had been infringed. The case of the upper air presents no true analogy to the case of the high seas outside the limits of territorial waters."

In the part of the report dealing with the choice of air routes over the world, the committee suggests that New York be the western terminus of the Atlantic route, and quotes the opinion of Commander Porte that the Azores route would be more desirable than the direct flight from Ireland to Newfoundland. Fogs around the Newfoundland coast would make airplane landings there difficult, the report says, although the transoceanic flight could be broken up so that the shortest jump, from San Miguel in the Azores, would be only 1,045 miles.

"The distance from San Miguel to Long Island is, roughly, 2,250 miles," continues the report, "and Commander Porte suggests that for the purpose of dividing this long distance into reasonable stages, it would be necessary to design and arrange for sea stations in the shape of long ships of, say, 600 feet, with a clear upper deck of 400 feet, fitted with wireless and the necessary signaling apparatus. Such an arrangement would make possible the use of airplanes instead of seaplanes."

Other tentative routes would carry mails and freight from London to Edinburgh, Glasgow, Dublin, to the Riviera, South Africa, Norway, Sweden, and Russia, and all intermediate towns and countries. Additional data is being gathered for other routes. A part of the report deals with suggestions for marking these routes, for signaling from airplane to airplane, and from the ground to the planes, for the settlement of damages, and for rules and signals to govern night flying.

An appendix upon aircraft takes up the desirable types of planes and advances the opinion for the experimental stages airplanes capable of flying 500 miles without alighting will fill all requirements. It points out that estimates upon cost of passenger, mail, or freight service can be made accurately because no data is available, and that all costs will have to be determined in practice.

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Antung	Chengchow
Kiukiang	
Tsinkiangpu	

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ....U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid) .....H.$2,000.000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 24,300,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... **Francs 45,000,000**
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

Banque Belge Pour l'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin Alexandria, Cairo (Egypt), and Rotterdam.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) $600,000.00
Reserve Fund ..... $ 15,000.00
Deposits (Dec., 1918).. $3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

The Mercanile Bank of India, Ltd.

Authorised Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 659,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York

SHANGHAI BRANCH
15 Kiukiang Road

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
Sept. 16	— Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1	— Japan	Meiho Maru	Jap.	
Ovt. 22	—	Stasia	Am.	
Oct. 26	—	Shanghai	Chi.	M. & Co.
Nov. 2	— Singapore	Tosan Maru	Jap.	
Nov. 26	—	Meichuen	Am.	Socony.
Dec. 7	—	Kanju Maru	Jap.	M.B. Co.
Dec. 9	— Cruise	Likin	Chi.	Customs
Dec. 17	—	Shibechi Maru	Jap.	
Dec. 23	— Vladivostock	Michail	Rus.	R.V.F.
Dec. 31	— Japan	Taishun	Chi.	C.M.S.N. Co.
Jan. 4	— Chinwangtao	Feiching	Chi.	C.M.S.N. Co.
Jan. 13	—	S. von Koetei	Dut.	A.P. Co.
Jan. 14	—	Eleperanca	Am.	
Jan. 16	—	Tanho Maru	Jap.	S. Shokai
Jan. 16	—	Meihu	Am.	S. Oil Co.
Jan. 22	— Chinwangtao	Irene	Chi.	C.M.S.N. Co.
Jan. 22	—	Shingping	Chi.	
Jan. 23	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Jan. 23	— Dalny	Toyo Maru	Jap.	M.B.K.
Jan. 23	—	Kiangping	Chi.	
Jan. 25	— Jaapn	Misaki Maru	Jap.	M.B. Co.
Jan. 26	— Chinwangtao	Upolu	Br.	K.M.A.
Jan. 26	—	Bolestrand	Am.	
Jan. 27	—	Taisho Maru	Jap.	M.B.K.
Jan. 28	— Japan	Santo Maru	Jap.	N.Y.K.
Jan. 28	—	C. of St. Helens	Am.	
Jan. 29	— Cruise	Liuhsing	Chi.	Customs
Jan. 30	—	Taitsu Maru	Jap.	M.B.K.
Jan. 31	— Cruise	Pacific	Dan.	G.N.T. Co.
Jan. 31	— Hongkong	Kwantah	Chi.	C.M.S.N. Co.
Jan. 31	— Swatow	Kingsing	Br.	J.M. & Co.
Jan. 31	— Wenchow	Chuentiao	Chi.	C.M.S.N. Co.
Feb. 5	— Cruise	Tungwah	Chi.	Customs
Feb. 7	— Hankow	Yungling Maru	Jap.	
Feb. 8	—	Yenoura Maru	Jap.	
Feb. 9	— Foochow	Klenhsin	Chi.	M. & Co.
Feb. 9	— Japan	Teiresias	Br.	B. & S.
Feb. 11	— London, etc.	Glenavy	Br.	Glen Line
Feb. 12	— Hankow	Talee Maru	Jap.	N. K. K.
Feb. 12	— Japan	Yawata Maru	Jap.	N. Y. K.
Feb. 12	— Japan	Yeiko Maru	Jap.	N.Y.K.
Feb. 12	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Feb. 13	— Hongkong	Yingchow	Br.	B. & S.
Feb. 13	—	Shenglee	Chi.	
Feb. 13	— Hankow	Hanping	Chi.	H. Y. P.
Feb. 13	—	Toonan	Chi.	C.M.S.N. Co.
Feb. 14	—	Toriu Maru	Jap.	
Feb. 14	—	Taisho Maru	Jap.	M.B.K.
Feb. 14	—	Kiukiang	Br.	B. & S.
Feb. 14	— Chefoo	Hsinming	Chi.	C.M.S.N. Co.
Feb. 14	— Hongkong	Mikawa Maru	Br.	J. M. & Co.
Feb. 14	— Japan	Wingsang	Jap.	
Feb. 14	— Japan	Kwazan Maru	Jap.	
Feb. 15	— Japan	Agamemnon	Br.	B. & S.
Feb. 15	— Japan	Nore	Br.	P.&O.S.N. Co.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$700 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$410 B.
North China	Tls. 122½ B.
Union of Canton ...	$875 B.
Yangtsze	$210 B.
Far Eastern Ins. Co., Ltd.	Tls. 26 S.
Fire Insurances	
China Fire	$162 B.
Hongkong Fire	$355
Shipping	
Indo-China Def ....(	$160
Indo-China Pref...(	
"Shell"	142/6 B.
Shanghai Tug (o) ..	Tls. 35
Shanghai Tug (f) ...	Tls. 37
Mining	
Kaiping	Tls. 9¾ B.
Oriental Cons	21/-
Raub	$2
Docks	
Hongkong Dock	$162 S.
Shanghai Dock	Tls. 131 B.
New Eng. Works ...	Tls. 23½ B.
Wharves	
Shanghai Wharf ...	Tls. 89
Hongkong Wharf ...	$120 B.
Lands and Hotels	
Anglo-French Land .	Tls. 80
China Land	Tls. 50
Shanghai Land	Tls. 70 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$15 B.
China Realty (ord.).	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 170 B.
E-wo Pref	Tls. 97½
Laou-kung-mow	Tls. 132 B.
Oriental	Tls. 58
Shanghai Cotton	Tls. 160
Kungyik	Tls. 14.10 B.
Yangtszepoo	Tls. 8½ B.
Yangtszepoo Pref. ..	Tls. 90
Industrials	
Butler Tilles	Tls. 25
China Sugar	$106 B.
Green Island	$9 B.
Langkats	Tls. 22 C.N.I.
Major Bros	Tls. 5 [B.
Shanghai Sumatra ...	Tls. 105
Stores	
Hall and Holtz	$13 B.
Llewellyn	$80
Lane, Crawford	$95 B.
Moutrie	$32
Watson	$5.90 B.
Weeks	$12½
Rubbers (Local)	
Alma	Tls. 7.65 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3½ B.
Ayer Tawah	Tls. 20
Batu Anam 1918 ..	Tls. 0.75 B.
Bukit Toh Alang	Tls. 2½ B.
Bute	Tls. 0.75 B.
Chemor United	Tls. 1 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2.60
Dominion	Tls. 7½
Gula Kalumpong ...	Tls. 5½
Java Consolidated ..	Tls. 13 B.
Kamunting	Tls. 4 B.
Kapala	Tls. 0.50
Kapayang	Tls. 16
Karan	Tls. 10½
Kota Bahroe	Tls. 5½
Kroewoek Java	Tls. 16
Padang	Tls. 9½ B.
Pengkalan Durian ..	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 0.70 B.
Samagaga	Tls. 0.80
Seekee	Tls. 1
Semambu	Tls. 0.85
Senawang	Tls. 8
Shanghai Klebang ..	Tls. 0.50
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 10
Shanghai Pahang ...	Tls. 1 B.
Sungala	Tls. 1
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 4 B.
S'hai Kalantan	Tls. 0.60
Shanghai Seremban ..	Tls. 0.55 B.
Taiping	Tls. 1.10 B.
Tanah Merah	Tls. 0.87½ B.
Tebong	Tls. 15
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I and E. Lumber..	Tls. 250 B.
Culty Dairy	Tls. 12
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 69 B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 33
Shanghai Mercury ...	Tls. 50
Shanghai Telephone.	Tls. 77 B.
S'hai Waterworks ...	Tls. 160 B.

S. Sellers. Sa, Sales. B. Buyers.

Telephone No. Central 398

Benjamin & Potts, 8 Jinkee Road

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Chikugo M. Feb. 18

For U.S. Canada and Europe:
Per T.K.K. s.s. Tenyo M. Feb. 18

For Manila
Per C.N. s.s. Sinkiang ....Feb. 17

MAILS DUE

From U.S. and Canada
Per T.K.K. s.s. Shinyo M. Feb. 17

Financial And Commercial News

Exchange and Bullion

Shanghai, February 15, 1919.

Money And Bullion

Sovereigns: buying rate.
@ 4/9½ = Tls. 4.17
@ exch. 72.3 = Mex. $5.77
Gold Dollars: Bank buying rate,
@ 114 = Tls. 87.72
@ 72.3 = Mex. $121.33
Mex. Dollars: Market Rate: 72
S'hai Gold Bars: 978 touch Tls. 275
Copper Cash ..... per tael 1865
Native Interest ..... Tls. .02

Bar Silver ..... 48⅝d.
Bank Rate of Discount 5%
Ex. Paris on London ....Fr. 25.98
Ex. N. Y. on London T.T. G. $4.76½

Exchange Closing Quotations

London	T.T.	4/9½
London	Demand	4/9⅝
India	T.T.	319½
Paris	T.T.	623
Paris	Demand	626
New York	T.T.	114
New York	Demand	114½
Hongkong	T.T.	65½
Japan	T.T.	45
Batavia	T.T.	278
Singapore	T.T.	48⅝

Banks Buying Rates

London	Demand	4/10½
London	4 m/s. Cdts.	5/0
London	4 m/s. Docy.	5/0½
London	6 m/s. Cdts.	5/0½
London	6 m/s. Docy.	5/0⅝
Paris	4 m/s.	654
New York	o/d Docy.	115½
New York	4 m/s. Docy.	119½

Roubles Exchange

Today's Bank Buying Rate
For Roubles
Roubles 1,275 ..... = Tls. 100
Roubles 100 ..... = Mex. $10.75

Customs House Exchange Rates

For February

Hk. Tls.	3.58 @ 5/0½		£1
,,	1 @ 653	Francs	7.27
,,	0.75 @ 119½	Gold	$1
,,	1 @ 43½	Yen	2.53
,,	1 @ 15	Rupees	4.19
,,	1 @ 1.50	Mex.	$1.50
,,	1 @ —	Roubles	—

Stock Exchange
Transactions

Shanghai, February 15, 1919.
TODAY'S QUOTATIONS

Official
Langkats Tls. 22.50 C. N. I.
Kungyik Cotton Tls. 14.60 March
Shanghai Tugs (Ord.) Tls. 35.00
Shanghai Tugs (Pref.) Tls. 37.00
Shanghai Docks Tls. 137.00 March
Shanghai Docks Tls. 139.00 April
Anglo-Javas Tls. 1.85
Shanghai Cotton Tls. 158.50 March

Unofficial
Telephones Tls. 78.00

Sharebrokers' Association
Transactions

Shanghai, February 15, 1919.
BUSINESS DONE

Official
Anglo-Javas @ Tls. 7.90 cash

Unofficial
Shanghai and Hongkew Wharf @ Tls. 91.00 March
Pahangs @ Tls. 1.15 cash

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

Freight Market

Messrs. Wheelock and Co. write as follows in their report for the fortnight ending February 13:

Freight

Since writing a fortnight ago, the China New Year holidays have intervened during which time business of all descriptions has been practically at a standstill, the consequence is that there is no change to report in our Homeward Freight Markets, either to Europe or America, the same scarcity of cargo continues and the same superfluity of tonnage; the only item of interest to shippers to Europe is the fact that the London Conference has reduced the rate of freight from 150/- to 120/- per ton for general measurement cargo and a new tariff will be issued shortly, there are also rumors afloat that the Transpacific Tariff Bureau will further reduce rates across the Pacific in the near future.

Coastwise.—There has been practically nothing doing on the coast on account of the holidays and the various markets are in a very fluctuating condition pending business becoming normal again.

The Saigon-Hongkong trade has received a set-back owing to the French Government of Indo-China having placed an embargo on the export of rice, but it is uncertain how long this is for and, until it is raised, business is impossible.

There has been practically no time-chartering done for some months and it is therefore interesting to note the first fixture which we have heard of since the armistice, which is reported from Hongkong, of a coasting steamer with Suez limits for six months on the basis of Mex. $10 per ton deadweight capacity.

Shanghai And Hongkew Wharf Dividend

We are authorised to state that the directors of the Shanghai and Hongkow Wharf Co., Ltd., will recommend at the annual meeting to be held on March 11 next the payment of a dividend of Taels 4 per share for the year 1918, and the transfer of Taels 30,000 to Repairs Account.

Share Market

Messrs. J. P. Bissett and Co's. report of February 13: contains the following:

During the Chinese New Year Holidays, which were observed from February 1 to 6 inclusive, the Stock Exchange was closed, and our circular was not issued last week. On the resumption of business a rather better tone was evident, which became more pronounced towards the end of the week. Rubbers appear to be receiving more attention than they have experienced for some time past, and there is a decided buoyancy in almost all rubber shares. A fair business was done in Langkats which closed firm at Tls. 22 c.n.i. H. and S. Banks improved to $730 and continue in demand. Cottons are firm at quoted prices which in many cases show a decided improvement on the rates of a fortnight ago. S. and H. Wharves hardened to Tls. 89 cash and Tls. 92 March, with a firm forward inquiry for June at Tls. 95. Shanghai Docks are steady at Tls. 130. Trams are wanted at Tls. 69 and Shanghai Lands at Tls. 70.

Silk Market

Messrs. William Little and Co. write as follows in their report for week ending February 14.

White Silk.—Since our last we have had the China New Year Holidays. As is customary, the market has opened on a higher basis, which from the silkmen's point of view, is perhaps more justified than usual, in view of the sharp decline in freights and also lower exchange. So far consuming markets have shown little interest.

The Japan market registers a substantial advance from bottom rates and is reported firm, but the position of Steam Filatures here is none too rosy in view of big stock of Silk and Cocoons that is being carried.

Tsatlee Filatures.—Pegasus, 1, 2, 3, Tls. 536¼ av. Kung Kee Mars, 1 Tls. 495. SSS Mars, 1 Tls. 510.

Common New Style.—Tls. 510.

Yellow Silk.—English Mail of 10th inst., took a fair shipment to Bombay on basis of Koopun, Tls. 275-280, Charpoo, Tls. 370-372½, Woo Yung, C.H., 1, 2, 3, Tls. 337½, 317½, 295, and these sorts are all firm.

Mienyang, S.T., 2 cocoons at Tls. 380.

PARIS EXCHANGE
(French Wireless)

Paris, February 14.—(Via Lyons and Koukaza). Paris exchange:
Paris-London cheques 26.00
War Loans:
3 percent ..... ?
4 percent 1917 ..... 75.20
Liberty Loans:
4 percent 1918 ..... ?
5 percent 91.15

LONDON RUBBER MARKET

Reuter's Service

London, February 3.—Today's Rubber prices were:
Plantation First Latex Crepe:
Spot, 2s. 1½d. paid.
July to December, 2s. 1¾d. paid.
Tendency of market, firm.
Previous quotation, London, Jan. 31:
Spot, 2s. 0¼d. paid.
April to June, 2s. 0½d. paid.
Tendency of market, dull.

Y.M.C.A. IN HANGCHOW WILL HAVE NEW HOME

Contract Is Signed With Shanghai Firm For Construction Of New Building

China Press Correspondence

Hangchow, February 13.—The Hangchow Young Men's Christian Association has just signed a contract with Yah Kee and Company of Shanghai and Hankow for the erection of its new building. Funds for this building were secured just before the outbreak of the Great War but on account of the rapid drop in exchange and the rise in costs of building materials it soon became impossible to build with the amount originally appropriated. Several months ago the original appropriation was doubled so that the Association starts its building undertaking with Gold $80,000 in hand.

The building will be erected on an exceptionally well located lot, two and a half acres in size, donated several years ago by the government. Notwithstanding the increased appropriation which has been secured for building it will be possible to build only a part of the plant contemplated but plans have already been executed for other units which will be added later. The building is provided by the International Committee of the Young Men's Christian Association and will be built under the supervision of a Building Committee of its appointment and of Mr. R. L. Creighton whom it has designated as Superintendent of Construction. The association has built up in the city a large membership and a work both of which require far more adequate equipment than it has been possible to find in the city.

MUSIC FOR MISSIONARIES

China Press Correspondence

Hangchow, February 13.—The Hangchow Missionary Association met the day before yesterday in its monthly meeting. The program for this month is alway musical in its nature. The Association succeeded this time in securing Miss Olive of Soochow and Miss Brown of Ginling College, Nanking, who furnished what was perhaps the most delightful concert the community here has ever enjoyed. They were assisted by Miss Mack of the local Y. W. C. A. who gave several much appreciated readings. Mr. and Mrs. E. E. Barnett were hosts of the occasion.

HSU SHIH-CHANG GIVES HINT TO MILITARISTS

Address To Parliament Is Warning To Them To Cease Obstruction

(From Our Own Correspondent)

Peking, February 11.—This morning at ten o'clock the formal closing of the first session of the Peking Parliament took place, the President, the whole Cabinet and a very large gathering of members of the two Houses meeting in the House of Representatives for a ceremony which, though brief, was impressive.

There were three principal speeches. First a short speech from Mr. Wang Yi-tang, speaker of the House of Representatives, briefly reviewing the work of the session, then a speech from the President, and then one from the Prime Minister. Of these three the only one of importance was the President's speech, and that was as much important for what he left unsaid as for what he said. The things he left unsaid were significant because it would have been easy to say them and to please everybody present by doing so. He made practically no reference to the labors of this parliament, such references as he did make to its work being both brief and perfunctory, nor did he make any suggestion as to what he thought ought to be its business when it met in its next session. The points that he did emphasise were the necessity for all sides composing their differences and working together for the good of the whole country, and the importance of genuine constitutional and representative institutions.

A great deal is read into these remarks, perhaps much more than was really meant by them, but the reference to the necessity for composing differences is taken to have an application much wider than merely to parliament and politicians, and yet a much closer application to the President himself. It is well known that for months the President has been struggling with the militarists, and that during the whole of last week a very fierce battle was raging between him and them, and it is further known that the victory went to the President. The militarists are not yet down and out, but they have received a very deadly blow, and if the President can give them one or two more of the same kind their supremacy will have gone. What he said this morning is regarded as an indirect hint to them that they had better work with him than against him. He is now in a much stronger position than he has ever held before. He knows that he has the backing of the moderates throughout the country, and he knows that in any struggle with the militarists he has even the backing of the South, for it is held here in well informed quarters that the approval of the Chinese delegation's action and words in Paris, telegraphed by Mr. Tang Shao-yi to the President, and other supporting messages, were intended quiet as much to express approval of the President's efforts to keep the country and the delegation from militarist domination as for any other purpose. Not only has the President Southern support in this respect, but he knows that he has support in the most powerful legations. In his fight for the release of the country from militarist shackles, the legations of the liberal Great Powers, Britain, America, France and Italy, are wholly with the President, and during last week at least two legations made no great secret of their support. But the militarists are like the blind horse, to whom a nod is as good as a wink.

The President's remarks as to genuine constitutional methods and real representative institutions are read as very guarded references to the necessity for the election and convention, before very long, of a real national parliament. There was nothing too pointed in these references, but it is known that the President does not hold the body at present meeting in Peking as a very safe repository of the law, and that he will welcome most cordially a thoroughly representative institution.

The question is being asked, when will parliament meet again? Technically it should not meet again until August, which probably means that it has now adjourned for ever, for before August there probably will be a complete understanding between North and South, a new election will have been ordered, and when August comes an entirely new body will meet. Thus today's ceremony was both a farewell and an anticipatory funeral.

COTTON MARKET

Reuter's Service

London, February 3.—Today's Cotton prices were:
Good Middling Texas 1 1/16 inch
staple spot ..... 17.66d.
March ..... 15.05d.
New Contract, May ..... 12.68d.

Classified Advertisements

APARTMENTS WANTED

WANTED, small furnished apartment or flat, suitable for housekeeping or housekeeping rooms, in refined family home. Apply to Box 162, THE CHINA PRESS.
21208 F.16.

EDUCATIONAL

ENGLISH lessons by English gentleman; new easy method. 17 Nanking Road, top flat,
21213 F.16.

FRENCH LESSONS by French lady teacher, business translation, 17 Nanking Road, top flat.
21213 F.16.

PIANO LESSONS given by a young Russian lady, graduate of Conservatoire, Petrograd, and pupil of Madame Livshitz Tourina. Apply to Box 155, THE CHINA PRESS.
21190

FRENCH and Russian lessons given by experienced and professional lady teacher, graduate of Petrograd University. Apply to Box 156, THE CHINA PRESS.
21190

HOUSES WANTED

WANTED, five or six-roomed house in French Concession, with all modern conveniences and garden, preferably near French Park. Apply to Box 151, THE CHINA PRESS.
21181 F.16.

OFFICES, ETC., TO LET

37A and 37B, CANTON ROAD: Offices to let. Apply to 10 Yangtszepoo Road. Telephone East 24.
21223 F.22.

TO LET offices, single or in suites, first floor, 6 Foochow Road; large rooms, steam heat, hardwood floors. Apply 51 Szechuen Road, ground floor.
21162

SITUATIONS WANTED

A CHINESE gentleman, with ten years' practical experience in bookkeeping and accounts, now employed in a local bank, wants to find some work to do after his office hours, at reasonable salary. Apply to Box 161, THE CHINA PRESS.
21207 F.22.

COMPETENT young lady stenotypist desires position, half-time, morning preferred. Apply to Box 132, THE CHINA PRESS.
21143

BY YOUNG MAN (Ally), with nine years' experience of general office work, accounts, export of China produce, etc. and is also an efficient salesman. Employed, but desires to better his future prospects and is willing to accept any position of trust for Taels 200 (monthly). Excellent testimonials. Please communicate with Box 149, THE CHINA PRESS.
21175 F.16.

YOUNG lady, with experience, desires either permanent or temporary position as steno-typist. Apply to Box 139, THE CHINA PRESS.
21156 F.18.

Exchange and Mart

WHITE Cross electric vibrator for sale, for face massage and massage of the body at home. 200 volts, almost new, cost Tls. 40. Will sell Tls. 30, or nearest offer. Apply to Box 171, THE CHINA PRESS.
21219 F.18.

FINE Electric fan for sale, 200 volts, price Tls. 35, or nearest offer. Apply to Box 172, THE CHINA PRESS.
21219 F.18.

WANTED to buy, a large hotel kitchen range. Apply to Box 167, THE CHINA PRESS.
21218 F.16.

WANTED to buy, a small ice plant, capacity about five tons a day. Apply to Box 168, THE CHINA PRESS.
21218 F.16.

FOR SALE, one Humber two-seater car, electrically fitted, in good condition. Gasoline consumption 35-38 miles to the gallon. Selling at a sacrifice, Tls. 475. Apply to Box 174, THE CHINA PRESS.
21224 F.19.

THOROUGH-BRED chow-dog pups, six weeks old, brown, black and white, for sale, Tls. 5.00. Also thoroughbred police dog bitch, two years. Apply to Box 163, THE CHINA PRESS.
21209 F.16.

KULING Bungalow for sale. Modern, well-furnished, unexcelled location. Also consider renting. Address the owner—A. A. Bullock, Peking.
21217 F.21.

FOR SALE, first-class semi-grand piano, Schiedmeyer, Stuttgart, Wei Lei & Co., 2258/9 Boone Road, Tel. North 1293.
21192 F.18.

MOTOR CAR for sale, Hudson Super-six, seven-seater, recently overhauled and condition as new. For particulars, apply to Box, 150, THE CHINA PRESS.
21197 F.18.

WANTED, second-hand Bentley's complete phrase code. State price. Apply to Box 152, THE CHINA PRESS.
21185 F.16.

CAR FOR SALE, 8-cylinder Cadillac, 5-seater Roadster, and can be turned into touring car. Used about 12 months and driven only by owner. In perfect condition. Recently overhauled. Best offer accepted. Apply to Box 147, THE CHINA PRESS.
21174 F.16.

SCRIPP-BOOTH CAR (4-cylinder, 3-seater). Bought in 1918. Perfect condition. Best offer accepted. Address to Box 146, THE CHINA PRESS.
21174 F.16.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
21046

FOR SALE, Indian twin-cylinder (horizontal) motor-cycle, in use three months. In perfect condition. Tls. 225, or nearest offer. Owner leaving Shanghai. Apply to Box 120, THE CHINA PRESS.
21124 F.16.

FOR SALE, Horse, bay, 15½ hands, rising 12 years, very fast and safe. Also round-backed Victoria by Horse Bazaar, rubber tires new. Harness and mafoos' clothes. Feed bin, harness rack, etc. Together or separate. Offers to Box 121, THE CHINA PRESS.
21124 F.16.

∴ ∴ AMUSEMENTS ∴ ∴

THE PALERMO
HARRY KERREY
at the piano

VICTORIA THEATRE

TONIGHT
KATHLYN WILLIAMS
and
WALLACE REID
in
"Big Timber"

A masterful picturization of Bertrand Sinclair's vigorous story of the beautiful Sierra lumber regions of California.

A Paramount Five Parts Production

Matinee Today at 3.15 p.m.
Showing
"BIG TIMBER"
AND
"THE RED ACE"

ISIS THEATRE

A Grand Farewell Concert and Performance
will be given under the direction of
Cantor E. M. Frankel
(Of Baku, Russia)
DRAMATIC TENOR
Tonight, 16th Feb., at 9.15

A most interesting programme will be presented, including a Comedy in English, entitled:
"Thirty-Three Next Birthday"
Songs in Yiddish and English (By Orchestra and Choir)
Orchestra: Selections from Jewish Operas, viz., Achashveres, Barkochba and The Downfall of Jerusalem. Conducted by Cantor E. M. Frankel.
Don't Miss This Unique Treat
211587

THE OLYMPIC THEATRE

PRESENTS
On February 16th and 17th
GEORGE BEBAN
in
THE SPLENDID
Five-Parts Comedy
THE
"Marcellini Millions"
The unusual story of the rise of an Italian truck gardener and the troubles that come with his newly acquired wealth.

Lyceum Theatre

Friday, February 21st at 9.15 p.m.
Last Piano Recital
by the
Famous Italian Pianist
MARIO PACI
Booking at
Messrs. Moutrie & Co., Ltd.
Prices: $3.00, $2.00 and $1.00
Direction: A. STROK

APOLLLO THEATRE, Monday, February 17th, 18th and 19th
"THE HOUSE OF HATE"
Final Episode "Following Old Glory"
Come and see the closing scenes in this great serial
American War News →"Cliff Dwellers in Mexico"
"THE OPIUM FIRE AT POOTUNG"
Fancy—Thirty million dollars gone in smoke.
Our photographer has secured fine pictures.
"BRAINSTORM"
A GREAT SUNSHINE FOX FILM.
Two reels of laughs enough to turn your brain.
It's a long, long lingering laugh all through.

Thursday next
BERTHA KALICH
IN — The Sarah Bernhardt of the screen — IN
"AMBITION"
A worthy successor to our long list of Fox Films.

Tonight at 9.15 p.m.
Irene Castle
in
"The Mysterious Client"
A Five Part Pathe Play

Matinee at 3 p.m.
"The House of Hate"
Episode 18. "At the Pistol's Point"
,, 19. "The Hooded Terror Unmasked"

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Feb.	—	Vancouver	Stanley Dollar	Br.	R. D. & Co.
Feb.	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Feb.	16	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
Feb.	18	San Francisco	Tenyo Maru	Jap.	T. K. K.
Feb.	22	Vancouver	Empress of Russia	Br.	C.P.R.
Feb.	**23**	**New York via Panama**	Bloemfontein	Br.	J. M. & Co.
Mar.	1	San Francisco	Colombia	Am.	C.M.S.S. Co.
Mar.	2	Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Mar.	**8**	**San Francisco**	Shinyo Maru	Jap.	T. K. K.
Apr.	1	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.

FOR JAPAN PORTS

Feb.	18	N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.
Feb.	19	Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Feb.	22	Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Feb.	23	Kobe	Iyo Maru	Jap.	N. Y. K.
Feb.	25	N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
Feb.	26	Moji, Kobe & Osaka	Kokura Maru	Jap.	N. Y. K.
Mar.	5	N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———	—	Marseilles	Goyo Maru	Jap.	N. Y. K.
Feb.	17	London, etc.	Mishima Maru	Jap.	N. Y. K.
Feb.	17	London	Teiresias	Br.	B. & S.
Feb.	**17**	**London, etc.**	Nore	Br.	P. & O.S.N. Co.
Feb.	18	Liverpool	Sado Maru	Jap.	N. Y. K.
Feb.	18	Liverpool	Agamemnon	Br.	B. & S.
Feb.	22	London, etc.	Celebes Maru	Jap.	O. S. K.
Feb.	26	Liverpool	Hector	**Br.**	**B. & S.**
Feb.	—	Marseilles	Luzon Maru	Jap.	O. S. K.
Mar.	**3**	**London, etc.**	Novara	Br.	P. & O.S.N. Co.
Mar.	**3**	**London, etc.**	Gleniffer	Br.	Glen Line
Mar.	3	London	Hyson	Br.	B. & S.
Mar.	17	London	Pyrrhus	Br.	B. & S.
Mar.	—	London, etc.	Alps Maru	Jap.	O. S. K.
Mar.	**—**	**Marseilles**	Andre Lebon	Fr.	M.M.

FOR SOUTHERN PORTS

Feb.	16	11.30*	Swatow & Hongkong	Yingchow	Chi. B. & S.
Feb.	16	—	Foochow	Haean	Chi. C.M.S.N. Co.
Feb.	17	4.00	Ningpo	Hsin Peking	Br. B. & S.
Feb.	17	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S. Co.
Feb.	18	4.30	Ningpo	Kiangteen	Chi. C.M.S.N. Co.
Feb.	18	D.L.	Hongkong & Canton	Sinkiang	Br. B. & S.
Feb.	18	—	Hongkong & Canton	Hsintah	Chi. C.M.S.N. Co.
Feb.	20	D.L.	Amoy, H'kong & C'ton	Suiyang	Br. B. & S.
Feb.	23	D.L.	Swatow & Hongkong	Chenan	Br. B. & S.
Feb.	25	D.L.	Hongkong & Canton	Tean	Br. B. & S.

FOR NORTHERN PORTS

Feb.	16	—	Tsingtao	Yekishin Maru	Jap. S.M.R.
Feb.	17	—	Chinwangtao	Hero	Br. K.M.A.
Feb.	18	—	Chefoo	Hsinming	Chi. C.M.S.N. Co.
Feb.	18	—	Chinwangtao	Kiangping	K.M.A.
Feb.	18	1.00	Dairen	Sakaki Maru	Jap. S.M.R.
Feb.	19	10.00*	W'wei, Chefoo & T'tsin	Shuntien	Br. B. & S.
Feb.	21	2.00	Tsingtao & Dairen	Kobe Maru	Jap. S.M.R.

FOR RIVER PORTS

Feb.	16	11.30*	Wuhu	Kweilin	Br. B. & S.
Feb.	16	M.N.	Hankow, etc.	Klangfoo	Chi. C.M.S.N. Co.
Feb.	17	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
Feb.	17	M.N.	Hankow, etc.	Talee Maru	Jap. N.K.K.
Feb.	17	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
Feb.	18	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
Feb.	18	M.N.	Hankow, etc.	Poyang	Br. B. & S.
Feb.	18	M.N.	Hankow, etc.	Fengyang Maru	Jap. N.K.K.
Feb.	19	M.N.	Hankow, etc.	Tachi Maru	Jap. N.K.K.
Feb.	19	M.N.	Hankow, etc.	Chungking	Br. B. & S.
Feb.	20	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
Feb.	21	M.N.	Hankow, etc.	Tuckwo	Br. J.M. & Co.
Feb.	21	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
Feb.	23	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
Feb.	24	M.N.	Hankow, etc.	Tatung	Br. B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Departures

Date	For	Ship's Name	Flag	Agents
Feb. 15	— Moji, Kobe & Y'hama	Novara	Br.	P.&O.S.N. Co.
Feb. 15	— Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
Feb. 15	— London	Glenavy	Br.	Glen Line.
Feb. 15	M.N. Hankow, etc.	Ningshao	Chi.	N.S.S. Co.
Feb. 15	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Feb. 15	M.N. Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
Feb. 15	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangfoo,** Captain J. M. Johannesser, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangyu,** Captain F. Carlson, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Str. **Talee Maru,** Captain G. Kawamura, will be despatched from N.K.K. Pootung Wharf on **Monday, February 17,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho,** tons 2,868, Captain Jackson, will leave on **Monday, February 17,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang,** Captain Carnaghan, will leave from the French Bund on **Tuesday, February 18,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Str. **Fengyang Maru,** Captain S. Takano, will be despatched from N.Y.K. Mail Wharf o **Tuesday, February 18,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Suiwo,** tons 2,671, Captain Smith, will leave on **Tuesday, February 18,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking,** Captain J. Meathrel, will leave on **Wednesday, February 19,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Str. **Tachi Maru,** Captain S. Honjio, will be despatched from N.K.K. Pootung Wharf on **Wednesday, February 19,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo,** tons 2,664, Captain Gibb, will leave on **Thursday, February 20,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo,** tons 3,770, Capt. Campbell, will leave on **Friday, February 21,** at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin,** Captain H. A. Wavell, will leave from the French Bund on **Friday, February 21,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang,** Captain Pickard, will leave on **Saturday, Febraury 22,** at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung,** Captain C. C. Williams, will leave from the French Bund on **Monday, February 24,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Yingchow,** Captain E. B. Simons, will leave from the French Bund on **Sunday, February 16,** at 11:30 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tele. No. 77. Passage Tel. No. 401.

FOOCHOW.—The Str. **Haean,** Captain F. H. Wallace, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The Str. **Hsintah,** Captain John Glne will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang,** Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, February 18,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru,** Captain M. Tsuboki, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, February 20.** The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. Central 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang,** Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Thursday, February 20,** at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Chenan,** Captain H. E. Laver, will leave from the French Bund on **Sunday, February 23,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Aegnts French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean,** Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, February 25,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Aegnts French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHINWANGTAO direct, taking through cargo for **TIENTSIN.**—The Kailan Mining Administration S. S. **Hero,** will bespatch on **Monday, February 17.** For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

CHEFOO.—The Str. **Hsinming,** Captain H. Mackenion, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

CHINWANGTAO direct, taking through cargo for **TIENTSIN.**—The Kailan Mining Administration Str. **Kiangping** will despatch on **Tuesday, February 18.** For Freight apply to Agent, 1 Jinkee Road Te' Central 1115.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien,** Captain Northcombe, will leave from the French Bund on **Wednesday, February 19,** at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

DAIREN via TSINGTAO.—The Steamer **Keelung Maru,** Captain Y. Tekami, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, February 24.** The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. Central 4234 an 4235.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The S.S. **Tenyo Maru, 22,000** tons, Captain K. Hashimoto, will be despatched on **Tuesday, February 18.** Tender conveying passengers and mails will leave Customs jetty at 5:00 p.m. For passage apply to **TOYO KISEN KAISHA,** T. N. Alexander, Manager.

MARSEILLES.—The Str. **Luzon Maru,** Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Feb.** at ——. For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. 4234 & 4235.

TAKOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru,** Captain H. Yamamoto, will be despatched on **Sunday, March 2.** Through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment, to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. Central 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Celebes Maru,** Captain T. Nemoto, will be despatched from the Co.'s No. 9 Buoy Wharf on Sunday, **March 2.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. No. Central 4234 & 4235.

LONDON.—The Str. **Andes Maru,** Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund Tel. No. Central 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except **Chungking** which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service
BY the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Colombia	Mar. 1	S.S. Venezuela	Mar. —
S.S. Venezuela	April —	Ecuador	April 5

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ" ..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cobu and Honolulu	
S.S. Colusa	Mar. 12	S.S. Santa Cruz	Feb. 21
S.S. Santa Cruz	May —	S.S. Colusa	May 1

Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore and Port Said) — arr. / leave

CELEBES MARU (12,000 tons) Capt. T. Nemoto, Mar. 1 Mar. 2
This steamer will call at Marseilles
*ALPS MARU ....(15,000 tons) Capt. T. Yamaguchi, March
ANDES MARU ..(15,000 tons) Capt. K. Saito, April
FOR MARSEILLES (Via Hongkong and Singapore).
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

arr. / leave

AFRICA MARU ...(18,000 tons) Capt. H. Yamamoto, Mar. 1 Mar. 2
FOR HONGKONG
MEXICO MARU ..(12,000 tons) Capt. K. Komiga, Mar. 4 Mar. 5
FOR NORTH CHINA PORTS (Tsingtao and Dairen).
KEELUNG MARU. (3,000 tons) Capt. J. Fukami, Feb. 22 Feb. 24
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).
KOHOKU MARU. (5,000 tons) Capt. M. Tsubaki, Feb. 18 Feb. 20
*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

CANADIAN PACIFIC OCEAN SERVICES LIMITED
PACIFIC

QUICKEST TIME ACROSS THE PACIFIC

EMPRESS OF RUSSIA
Shanghai to Vancouver — MARCH 1st
Subsequent Sailings from Shanghai

For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong via Manila	
Empress of Japan	Mar. 15	Empress of Asia	Mar. 15
Empress of Asia.....	Mar. 29	Empress of Russia	Apr. 12
Monteagle†	Apr. 9	Empress of Japan	Apr. 29
Empress of Russia	Apr. 26	Empress of Asia	May 10
Empress of Japan	May 10	Monteagle	May 31
Empress of Asia	May 24	Empress of Russia	June 6

†Monteagle calls at Moji
*Monteagle proceeds direct to Hongkong.

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD
At daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K.

SHANGHAI BRANCE OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU	For San Francisco,	February 18
SHINYO MARU	For San Francisco	March 8
TENYO MARU	For San Francisco	May 6
SHINYO MARU	For San Francisco	May 24

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone, Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND **"CHINA"** (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	MARCH	30th
S.S. "CHINA"	APRIL	27th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"	MARCH	11th
S.S. "CHINA"	APRIL	9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN.
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
MISHIMA MARU	16,000	Capt. S. Murazumi,	Feb. 17
SADO MARU	12,500	Capt. T. Hori,	Feb. 18

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. J. Teranaka,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

CHIKUGO MARU	5,000	Capt. M. Taniguchi,	Feb. 18
KASUGA MARU	7,000	Capt. K. Iteuno,	Feb. 25
YAMASHIRO MARU ...	7,000	Capt. Y. Nakajima,	March 5

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. R. Ozaki,	Feb. 19
KUMANO MARU	9,500	Capt. S. Saito,	Feb. 22
KOKURA MARU	4,500	Capt. S. Ito,	Feb. 26
YAWATA MARU	7,000	Capt. T. Kawai,	March 1

KOBE TO SEATTLE

SUWA MARU	21,000	Capt. J. Teranaka,	Feb. 16

FOR JAPAN

IYO MARU	12,500	Capt. K. Asakawa,	Feb. 23

FOR HONGKONG

FUSHIMI MARU	21,000	Capt. J. Irisawa,	March 2

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

KAMAKURA MARU ...	12,500	Capt. K. Nishijma,	Feb. 19
TANGO MARU	14,000	Capt. S. Niohimura,	Mar. 26
NIKKO MARU	10,000	Capt. G. Shinomiya,	April 23

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 20th, 1918, and until further notice

Express 5.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. S.
1645	300	0	dep. Peking arr.	2230	1950	1020
1925	635	. .	arr. Tientsin-Central dep.	1985	1700	720
1931	640	84	dep. Tientsin-Central arr.	1930	1653	710
1940	649	. .	arr. Tientsin-East dep.	1920	1645	700
. .	2310	524	arr. Mukden dep	230	. .	1040

Local 5.	Mail 3. B. S.			Tientsin-Pukow Line		Mail 4. B. S.	Local 6.
715	2115	—	0	dep. Tientsin-East arr.	—	624	1612
725	2125	—	2.71	arr. Tientsin-Central dep.	—	615	1602
745	2145	—		dep. Tientsin-Central arr.	—	600	1547
1133	134	—	78	dep. Tsangchow dep.	—	139	1221
1457	449	—	148	dep. Techow dep.	—	2137	926
1801	752	—	—	arr. Tsinanfu dep.	—	1746	640
7.	:	—	220	:	—	:	8.
800	815	—	—	dep. Tsinanfu arr.	—	1726	1812
1039	1051	—	266	dep. Taianfu dep.	—	1453	1542
1300	1318	—	318	arr. Yenchowfu dep.	—	1152	1311
1315	1335	—		dep. Yenchowfu arr.	—	1142	1256
1556	1637	—	377	dep. Lincheng dep.	—	846	1032
1818	1835	—	—	arr. Hsuchowfu dep.	—	620	810
9.	:	—	420	:	—	:	10.
650	1851	—	—	dep. Hsuchowfu arr.	—	545	2007
1156	2325	—	523	arr. Pengpu dep.	—	050	1442
1206	2345	—		dep. Pengpu arr.	—	030	1432
1657	412	—	600	dep. Chuchow dep.	—	2013	928
1848	603	—	631	arr. Pukow dep.	—	1830	728

Fast 6.				Shanghai-Nanking Line			Fast 5.
720		. .	0	dep. Nanking-Ferry arr.	. .		1626
1420		. .	193	arr. Shanghai-North dep.	. .		910

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line						
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1419	2100
1032	1455	2232	a. Tsiningchow d.	528	1125	1858	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, November, 1918.

Large Display Advertisements

intended for the Sunday issue of The China Press

should be sent in before **5 p.m. on Friday**

Shipping Items

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

One N.K.K. s.s. Tachi Maru left Hankow for Shanghai on Thursday.

The C. M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Friday.

The T.K.K. s.s. Tenyo Maru left Hongkong for Shanghai yesterday and is due at Woosung on Tuesday at daylight. She will be despatched for San Francisco via Japan ports and Honolulu the same afternoon and the tender with passengers and mails will leave the Customs Jetty at 5 p.m.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The P. & O. s.s. Novara left Hongkong for Shanghai on Wednesday afternoon and is expected to arrive this morning.

The M.M. s.s. Andre Lebon, with the French mail of January 25, left Colombo for Shanghai on Thursday and may be expected to arrive on March 4.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai today.

The Blue Funnel s.s. Atreus left Hongkong for Shanghai at 5 p.m. on Thursday and is due this morning.

The C.N. s.s. Kaifong will leave Hongkong for Shanghai today.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kweilee will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai on Tuesday.

The N.Y.K. s.s. Chikugo Maru with mails left Nagasaki for Shanghai on Friday and may be expected to arrive at Wayside Wharf today about 8 a.m.

The N.Y.K. s.s. Omi Maru with mails left Moji for Shanghai on Friday and may be expected to arrive at N.Y.K. Wharf about 2 o'clock this afternoon.

Passengers Departed

Per N.Y.K. s.s. Yawata Maru for Japan: Mr. and Mrs. Kashiwagi, Capt. Berg. Mr. and Mrs. H. Onishi and 2 children, Mrs. G. W. Bouldin, Messrs. S. Sakurai, W. Noki, Robertson, G. N. Walne, W. H. Clarke.

Launch Services

Tuesday, February 18, 1919.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

The tender conveying passengers and mails on board the T.K.K. s.s. Tenyo Maru will leave the Customs Jetty at 5 p.m.

Friday, February 21, 1919.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 1 p.m.

Siccawei Weather Report

Remarks on the 14.—Area of highest pressures over Saghalien and eastern Siberia. Another area of moderately high pressures prevails over China. There are signs of tow depression; one in the W. of Irkoutsk the other between Bonia and Luikui. Light variable winds on the Central and North coast; moderate N.E. winds on the South. Weather very generally fine.

Morning of the 15.—The barometer already below its normal height is still gradually fallen. There are reasons to soppose that a depression is lying or forming in the West. (No report from Western China).

Saturday, February 15, 1919.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	30.21	30.21
Variation for 24 hrs.	+0.06	−0.10
Variation for 12 hrs.	−0.02	−0.04
Wind—Direction	SSE	SSE
Wind—Miles per hour	12.4	9.3
Temperature (Fahr.)	37°2	46°4
Humidity %	92	67
Nebulosity 0-10	10	1
Rainfall inches	—	—

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 8 Kiukiang Road

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 16, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
Swatow and Hongkong	Yingchow	10.00	..	..	..	..	9.30
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Europe via Hongkong	Mishima M.	..	..	..	..	17.30	17.00
Hongkong and Canton	Mishima M.	16.30	..	..	..	..	16.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Mishima M.	16.30	..	..	..	..	16.00
Tomorrow.							
Hongkong	Sinkiang	..	17.00	..	..	..	..
Hongkong and Canton	do	21.00	..	..	..	..	21.00
Hongkong and beyond	do	..	..	15.00	..	..	15.00
Swatow and Hongkong	Wingsang	..	11.00	..	..	..	..
Swatow, Hongkong & Canton	Wingsang	10.30	..	..	..	..	10.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Europe via Hongkong	Sado M.	..	..	..	..	c17.30	17.00
Hongkong	Sado M.	..	17.00	..	..	..	..
Weihaiwei and Chefoo	Hsinming	21.00	..	..	..	..	21.00
Hongkong and Canton	Sado M.	16.30	..	..	..	..	16.00
Hongkong and Canton	Hsintah	21.00	..	..	..	..	21.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Sado M.	16.30	..	..	..	..	16.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	do	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Tuesday, February 18,							
Japan Ports	Chikugo Maru	11.00	11.00	..	..	..	10.30
Japan & America, via N'saki	Chikugo Maru	..	..	..	..	f11.30	11.00
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	Tenyo M.	..	..	15.00	..	..	14.00
Japan, Canada, U.S.A. & E'pe, via U.S.A.	Tenyo M.	..	16.00	..	..	..	15.00
Japan, Canada, U.S.A. & E'pe,	Tenyo M.	15.30	..	..	..	..	15.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Omi Maru	20.00	17.00	..	..	..	19.30
Wednesday, February 19.							
Amoy and Hongkong	Suiyang	..	17.00	..	..	..	..
Amoy, Hongkong & Canton	do	21.00	..	..	..	..	21.00
Weihaiwei, Chefoo & Tientsin	Shuntien	..	9.00	..	..	..	..
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Saturday, February 22.							
Swatow and Hongkong	Chenan	..	17.00	..	..	..	..

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

C Letters and boxes with declared value 5 p.m. Parcel post 4 p.m. and money orders 3 p.m.

F Letters and boxes with declared value 11 a.m. Parceal post and money orders 10:30 a.m.

Ordinary mails for Tientsin, Peking, Hankow, etc. will close daily at 8 a.m.; express mails at 8:30 a.m.; registered mails at 8 p.m.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Feb. 15 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Feb. 15 —	Hankow	Luenho	Chi.	J. M. & Co.
Feb. 15 —	Hankow	Kiangyu	Chi.	C.M.S.N. Co.
Feb. 15 —	Hankow	Kiangtop	Chi.	C.M.S.N. Co.
Feb. 15 —	Hankow	Woosung	Br.	B. & S.
Feb. 15 —	Hankow	Fengyang Maru	Jap.	N.K.K.
Feb. 15 —	Tsingtao	Yekishin Maru	Jap.	S.M.R.
Feb. 15 —	Tsingtao	Isshin Maru	Jap.	S. M. R.
Feb. 15 —	Tsingtao	Nagaragawa M.	Jap.	S. Shokai
Feb. 15 —	Hongkong	Sinkiang	Br.	B. & S.
Feb. 15 —	Hongkong	Kweilin	Br.	B. & S.
Feb. 15 —	Hongkong	Hsintah	Chi.	C.M.S.N. Co.
Feb. 15 —	Japan	Nare	Br.	P.&O.S.N. Co
Feb. 15 —	Japan	Fukuken Maru	Jap.	T.W.C.
Feb. 15 —	Japan	Agamemnon	Br.	B. & S.
Feb. 15 —	Japan	Mishima Maru	Jap.	N.Y.K.
Feb. 15 —	Foochow	Hacan	Chi.	C.M.S.N. Co.
Feb. 15 —	Chinwangtao	Hero	Br.	K.M.A.
Feb. 15 —		Taishin Maru	Jap.	S.S.
Feb. 15 —		Banyei Maru	Jap.	
Feb. 15 —		Hydra	Nor.	O.Thoresen

Deutsch-Asiatische Bank

In Liquidation

In accordance with instructions received from the Central Bureau of Liquidation, Peking, SEALED TENDERS are hereby invited for the purchase of the Shanghai property of the DEUTSCH-ASIATISCHE BANK, known as

No 14 The Bund

No 1, 1a, 1c Hankow Road

comprising land and buildings suitable for offices and residences.

Tenders may be made in Shanghai Taels, Sterling, Francs, Gold Dollars or Yen and must be sent in to the undersigned on or before 15th March, 1919, plainly marked "Sealed Tenders." The Bureau does not bind itself to accept the highest or any tender.

All further particulars may be obtained on application to

Bureau of Liquidation

of the Deutsch-Asiatische Bank, Shanghai,

A. G. STEPHEN, Liquidator.

By his Attorney,

A. D. BRENT.

21261

Chang Yu Pioneer Wine Co., Ltd.

TELEPHONE 4467

White and Red Wines

Cognac Brandies

All wines analysed by Dr. Stafford M. Cox, who has certified as to their being free from adulteration or coloring. All tests are fulfilled for naturally-made wines where only the fermented grape juice is used.

Gold Medal Panama Exhibition

465 Nanking Road

(Near Fokien Road)

GORDON'S DRY GIN

R. MARTENS & Co., Ltd.

1 The Bund

Telephone 4702

BRISTLES

WIDLER & CO. CHUNGKING

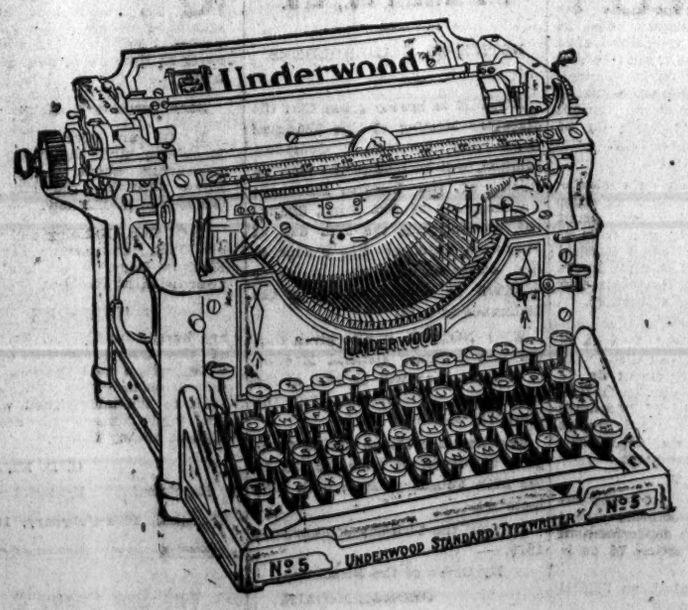
SKINS

Born 1915 — Still existing

FROM WAR TO PEACE

AND THE

DEMANDS OF COMMERCE



War demanded of the Underwood Factory, the largest in the world, over 100,000 typewriters for the use of the United States and its Allies. That we were able to supply this demand is a bright page in our history of success. Peace now recalls us to the needs of the public to which we owe our thanks, not only for its continued endorsement of our product, but for the patriotic patience it has shown during the period when all Underwoods were devoted to the necessities of war.

Underwood Typewriters are again available to the commercial world

UNDERWOOD TYPEWRITER CO., Inc. Underwood Building, New York City

Sole Agents for China: DODWELL & CO., LTD.

Business and Official Notices

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915)

In connection with the first drawing of the above Loan, holders of drawn bonds are requested to note that Coupon No. 8 maturing on the 12th April, 1919, will be available for payment to the extent of two-thirds of its value any time on or after the 17th February, 1919. The remaining third of the value will be held to represent the unexpired period from date of redemption to date of maturity and no claim for interest will be admitted in respect thereto.

F. A. AGLEN,
Inspector General of Customs.
Peking, 11th February, 1919.
21216

NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915)

Subscribers to the above Loan are hereby notified that redemption of the bonds drawn at Peking on the 27th January last will begin on the 17th February, 1919.

Payment in cash or its equivalent will be made at the Bank of China and Bank of Communications or any of the branches of the above banks, and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Any Bond of which the following are the two terminal numbers, namely 01, 04, 14, 18, 22, 24, 37, 48, 56, 66, 69, 72, 78, 81, 98, is a drawn Bond.

F. A. AGLEN,
Inspector General of Customs.
Peking, 11th February, 1919.

B.W.W.A.

THE ZIMROS

ave kindly consented to give a

Grand Concert

On Tuesday, February 25

at the residence of

LADY FRASER

Tea 4.30 Music 5.15

Tickets: $5 each

may be obtained from

Messrs. Moutrie & Co.

or from

Members of the Executive Committee B.W.W.A.

21221

Australian
Fresh Butter

"DAISY" BRAND

AND

"MEADOW" BRAND

FRESH AND PURE

may be obtained from all leading Storekeepers.

During the Winter months fresh butter may be despatched to Outports in lots of 10 lbs. and upwards.

Tinned Butter

Best Australian

"BULLFINCH" BRAND

"ROSE" BRAND

In 2 lbs. (nom.) tins.

The Australian Produce Co.

GEDDES & CO., LTD.

Agents.

Tel. 346. 5 Peking Road.

CONSULAT GÉNÉRAL DE FRANCE A CHANGHAI

ORDONNANCE CONSULAIRE

No. 1

Modifications à l'article II du Règlement d'organisation Municipale.

15 Février 1919

Nous, Auguste WILDEN, Consul de France, Gérant le Consulat Général de France à Changhai, Chevalier de la Légion d'Honneur,

Vu l'Article III du Règlement d'Organisation Municipale de la Concession Francaise de Changhai, en date du 14 Avril 1868, modifié par les Ordonnances Consularies du 28 Décembre 1907 et du 24 Décembre 1909,

Vu la dépêche de la Légation de France à Pékin, N° 20 en date du 3 Février 1919,

Vu les instructions du Ministère des Affaires Etrangères y contenues.

Avons ordonné et ordonnons ce qui suit:—

L'Article II du Règlement d'Organisation Municipale de la Concession Francaise de Changhai est modifié ainsi qu'il suit:—

"Ne sont pas électeurs:

".....

"4°) Les sujets des pays ennemis ayant pris part à la guerre de 1914-1918 contre la France et ses Alliés."

Fait à Changhai, en l'Hôtel Consulaire le 15 Février 1919.

Le Consul de France
Gérant le Consulat Général de France à Changhai,
Signé: A. WILDEN.

Pour copie certifiée conforme
Changhai, le 15 Février 1919,
Le Vice-Consul, Chancelier,
Signé: F. ROY.

21214

CONSULAT GÉNÉRAL DE FRANCE A CHANGHAI

ORDONNANCE CONSULAIRE

No. 2

Elections Municipales

15 Février 1919

Nous, Auguste WILDEN, Consul de France, Gérant le Consulat Général de France à Changhai, Chevalier de la Légion d'Honneur.

Vu l'article III du Règlement d'Organisation Municipale de la Concession Francaise de Changhai, en date du 14 Avril 1868, modifié par les Ordonnances Consulaires du 28 Décembre 1907, du 24 Décembre 1909 et du 15 Février 1919.

Vu l'article VIII du dit Règlement modifié par Ordonnance Consulaire du 1° Janvier 1915.

Vu l'Ordonnance Consulaire du 6 Janvier 1915 instituant une Commission Municipale provisoire,

Vu la dépêche de la Légation de France à Pékin, No. 20, en date du 3 Février 1919,

Vu les instructions du Ministère des Affaires Etrangères y contenues.

Avons ordonné et ordonnons ce qui suit:

Article I

Des élections pour la nomination d'un nouveau Conseil d'Administration Municipale de la Concession Francaise de Changhai auront lieu le Mardi, 4 Mars 1919.

Le scrutin sera ouvert de dix heures du matin à quatre heures de l'après-midi.

Article II

La liste électorale dressée conformément aux dispositions des Ordonnances Consulaires des 28 Décembre 1907, 24 Décembre 1909 et 15 Février 1919 sera affichée aux lieux ordinaires tant en la Chancellerie du Consulat Général de France que dans les bureaux du Conseil d'Administration Municipale du 16 Février 1919 au 4 Mars 1919.

Article III

Toutes réclamations ou contestations pouvant se produire au sujet des inscriptions d'électeurs seront jugées sommairement, sans frais et sans recours, par le Consul Général jusqu'au 3 Mars 1919, à Midi, heure à laquelle ladite liste électorale sera irrévocablement close et arrêtée.

Article IV

Les règles concernant le vote et l'éligibilité telles qu'elles ont été fixées par le Règlement du 14 Avril 1868, modifié par les Ordonnances Consulaires du 27 Décembre 1901, du 28 Décembre 1907, du 24 Décembre 1909 et du 15 Février 1919 devront être appliquées.

Article V

Les fraudes et manoeuvres frauduleuses en matière électorale seront jugées et poursuivies conformément aux dispositions de l'article 75 de la Loi du 28 Mai 1836.

Fait à Changhai, en l'Hôtel Consulaire,
le quinze Février 1919.
Le Consul de France,
Chargé du Consulat Général de France
à Changhai,
Signé: A. WILDEN.

Pour copie certifiée conforme.
Shanghai, le 15 Février 1919,
Le Vice-Consul, Chanceller,
Signé: Fernand Roy.

21214

Dr. Wm. OSLER, M.D., LLD., F.R.C.P., says: "In moderation, wines and spirits may be taken throughout a long life without impairing the general health."

Dr. THOS. K. CHAMBERS

speaking of the effect of alcohol on health, says: "Everything which, without shortening existence, makes the individual feel pleasure, is in itself a positive good, and therefore sought after as natural to a creature whose normal state is in the highest exercise of his reason."

ELEPHANT HEAD CURACAO

(Stone Bottles)
Orange and White

Garner, Quelch & Co.

Sole Agents

FOR SALE

New Briscoe 5-seater cars

Tls. 1,350.00

New 8-cylinder, 7-passenger

King cars

Tls. 2,350.00

Immediate delivery from stock

AUTO PALACE CO.

862 Avenue Joffre Tel. West 465

21230

THE SHANGHAI EXPLORATION AND DEVELOPMENT CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Statutory Meeting of The Shanghai Exploration and Development Company, Limited, will be held in the Meeting Room of The Yangtze Insurance Building, No. 26 The Bund, Shanghai, on Thursday, the 27th day of February, 1919, at 4 o'clock in the afternoon for the purposes specified in Section 66 (7) of the Ordinance of 1911.

AND NOTICE is also given that the first Ordinary General Meeting of the Company will be held at the same place immediately after the Statutory Meeting.

The Transfer Books of the Company will be closed from the 25th to the 27th February, 1919, both days inclusive.

DATED the 14th day of February, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
21231

THE SHANGHAI LOAN AND INVESTMENT CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Statutory Meeting of The Shanghai Loan and Investment Company, Limited, will be held in the Meeting Room of the Yangtze Insurance Building, No. 26 The Bund, Shanghai, on Thursday, the 27th day of February, 1919, at 4.15 o'clock in the afternoon for the purposes specified in Section 66 (7) of the Ordinance of 1911.

AND NOTICE is also given that the first Ordinary General Meeting of the Company will be held at the same place immediately after the Statutory Meeting.

The Transfer Books of the Company will be closed from the 25th to the 27th February, 1919, both days inclusive.

DATED the 14th day of February, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agents.
21231

Business and Official Notices are Continued on Page 17

Thos. and Wm. Smith's

FLEXIBLE STEEL WIRE ROPE

From 2¾" to 4" Circumference
Newly arrived from Newcastle-on-Tyne

W. Z. ZEE & SONS, BROADWAY

Steel & Oak Cabinets
Filing Supplies
Adding-Listing Machines
Calculating Machines
All Makes of Typewriters
Typewriter Supplies
Portable Typewriters
Loose-leaf Goods
Perforating Machines
Cheque Writers
Duplicators
etc., etc.

OFFICE SUPPLIES

Send for our Price List

THE OFFICE APPLIANCE CO.

4 Canton Road
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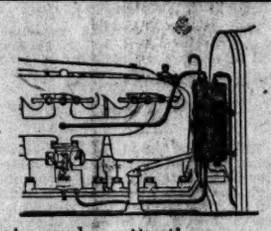
STEWART VACUUM GASOLINE SYSTEM



Over the roughest roads it insures an absolutely positive gasoline feed. It is self-contained, simple in construction; nothing to get out of order, nothing that needs attention.

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

NOTICE

Property of H. Diederichsen & Co. AT HANKOW

By an Order of the International Mixed Court dated the 8th February, 1919, the undersigned has been appointed receiver for Messrs. H. Diederichsen and Co. whose property at Hankow is now offered for sale.

Such property consists:—

1. Of an Export Installation, Machinery and Buildings on land measuring about 2,000 Hankow Fong, adjoining the late German Concession at Hankow.

2. Of Hong Building and Godowns on land measuring about 340 Hankow Fong, in the late German Concession at Hankow.

TENDERS

are hereby invited for the purchase of the said properties or any of them, which said Tenders must be sent in on or before February 28th, 1919, to the undersigned who does not bind himself to accept the highest or any tender.

G. D. MUSSO,
Receiver for H. Diederichsen & Co.

Shanghai, 13th February, 1919.

Yut Sae Chang & Co.

Wholesale Hardware Merchants
Building Contractors
Engineers' Supplies.
A1284 BROADWAY, SHANGHAI

Ball-Bearing Skates, Basket Balls, Stove Polish, Door Springs and Vacuum Bottles.

17997

FOR SALE

20 H. P. Berliet Limousine

25 H. P. Warren 2-seater

20 H. P. Flanders 2-seater

18 H. H. Brazier Landaulette

These cars are in excellent order. For prices and demonstrations, apply

AUTO PALACE CO.

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21222

The New Amherst Rubber Estate, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Second Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Friday, the 28th February, 1919, at 4 p.m.

The Transfer Books of the Company will be closed from the 22nd February to 28th February, 1919, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 14th February, 1919.
21182

Classified Advertisements are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

CONNAUGHT HOUSE, 8 Quinsan Gardens. Now vacant, large and small rooms with board. Terms reasonable. Apply Mrs. G. Pollock.

TO LET, with board, large comfortable newly-furnished room, with modern bathroom attached, suitable for married couple or two bachelor friends. Hot and cold water, telephone, tennis, stabling and garage. Apply to Box 460, THE CHINA PRESS.

TO LET, attic flat near Bund, cheap rental. Apply to Box 166, THE CHINA PRESS.
21212 F.16.

TO LET, furnished or unfurnished bedroom, facing south, near Bund, no board. Apply to Box 165, THE CHINA PRESS.
21212 F.16.

TO LET, central, one comfortable, cheerful, airy, single bedroom, private bath. Use of phone. Good attendance and board, elevator all night. Terms $75. Apply to Box 164, THE CHINA PRESS.
21210 F.18.

FOR $80.00: nice furnished room, with board, in Central district. Quiet. Apply to Box 153, THE CHINA PRESS.
21189 F.20.

ROOMS to let; two big rooms with verandah and bathroom attached, big open court yard in front, fine location. Price moderate. 36 Range Road.
21187 F.16.

WANTED, two young Americans for high class mess. Superior accommodations. Tennis court, garage, sleeping porch, large rooms. Apply to Box 108, THE CHINA PRESS.

HOUSES TO LET

TO BE LET, No. 20 Chusan Road, from first of March, rent Tls. 35 per month. A finely situated house, with good neighbours. Apply to Box 150, THE CHINA PRESS.
21176 F.20

TO LET, from 1st of March, No. 46 Avenue Dubail (French town), a very desirable modern, furnished, detached residence, seven rooms, two bathrooms, kitchen, servants' quarters, stable, garage, tennis ground, electric light, telephone; very cool in summer, on tram line. May be let also without furniture. Inspection from 12 to 5 p.m. Telephone Central 130.
21179 F.19

TO LET, on Jessfield Road, for seven months from first March, furnished house, six rooms and three attics, hot and cold water on all floors, tennis, stable and garage. Moderate rental. Apply to Box 135, THE CHINA PRESS.
21141

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.
21060

TO LET: No. 11 Tifeng Road, at Yu Yuen Road, very modern six roomed residence with attics, tennis court, garage, stabling. Rent Tls. 100. Apply on premises.
21042

TO LET, 101 Avenue Road; detached foreign residence, nine rooms, garden, etc. Tls. 150 per month. Apply to China Realty Co., Ltd., 27 Nanking Road.
21043

TO LET, for immediate possession, a beautiful residence, six rooms, fully furnished. Stable, garage and tennis lawn, near French School. Apply to Box 129, THE CHINA PRESS.
21137 F.18.

SITUATION VACANT

WANTED, immediately, English or American lady to teach English in private school for Chinese boys. Must be good pronouncer. Pay $1.00 per hour. Please state experience, if any. Apply to Box 173, THE CHINA PRESS.
21220 F.16.

WANTED, young lady for office work, typing and bookkeeping. Salary $50.00 a month. Easy office hours. Apply to Box 169, THE CHINA PRESS.
21218 F.16.

WANTED, an expert American salesman in an advisory capacity only. About half an hour consultation, about three times a week. Apply, stating terms. Only "Live wires" need apply. Apply to Box 170, THE CHINA PRESS.
21218 F.16.

WANTED, a person who can speak Russian to take charge of a six-years boy. Apply to Box 57, THE CHINA PRESS.
21193 F.18.

LOST OR STOLEN

LOST DOG: Pekingese pug (female) amber and white, answering to the name of "Bobette," strayed on the 8th instant, corner 9 Avenue Joffre and Rue du Consulat. Reward will be paid to finder by A. W. Brun, 200 Bubbling Well Road.
21132

$95 an Hour!

"Through increased earnings, I have already been paid $95 an hour for the time I spent on my I.C.S. Course! My splendid position, my income, my home, my family's happiness—I owe it all to my spare time training with the INTERNATIONAL CORRESPONDENCE SCHOOLS."

In the files of the China Agency, I.C.S. are hundreds of letters from I.C.S. students telling of promotion and increases in salary as rewards of spare time study.

What are you doing with your leisure hours? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I.C.S. will prepare you for the position you want in the work you like best. Yes, it will! Make us prove it. Mark and mail the coupon NOW!

In the list below make a mark (X) before the training you want.

—Salesmanship	—ENGINEERING
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—Agriculture	—Chemical "
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—Navigation	—Telegraph "
—Drafting	—Marine "
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—Stenography	—Automobile "
—Good English	—Concrete "

Learn to speak correctly—English, French, Spanish—by I.C.S. Scaled Phonograph method.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer 282 Courses of Thorough Practical Salary-Raising Training

Ask us to send you our new illustrated catalog No. 15. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD, SHANGHAI.

Write address HERE

Fantastic Fashions
By Lady Duff-Gordon

The Touch of the Unusual That Is to Dress What Fairy Stories Are to Literature--And Its Dangers

A Theatre Hat of Black Lace and Plumes

There Is a Fancy for Wearing Fur Wraps Open at the Throat. The Weather Will Govern That

This Hat Is Adapted to a Type That Can "Carry Off" Extreme Styles

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

FASHION has frequent fantastic moods. Are we Puritans to condemn all lightness as wickedness, all fancifulness as wrong? Odd fashions are to dress what fairy stories are to literature—its spice and savor.

Therefore I do not make any apology for the fantasy of the apparel here shown. If their wearers can carry it with grace, let them.

The large upper right-hand figure offers to our sight a fantasy in hat form. It can be utilized effectively as a theatre hat. It comprises black lace and fantastically arranged black ostrich plumes. In the centre of the crown is worn a clasp ornament. It is of Chinese origin. Its colors are blue gray and Venetian red.

The large lower left-hand figure shows a similar whimsical chapeau.

Fantastic, too, is the evening head dress which you find in the upper left-hand figure. The blue gray fillet of chiffon is draped about a tiara of pearls and sapphires. A brilliant splash of color is disclosed by the moleskin cape's vivid lining, that is of the hue of wine stains.

Even the walking costume has fantastic touches. You see it worn by the small lower right-hand figure. Of Persian lamb, a shining steel blue lining appears when the coat is open, and at all times its brilliance brightens the cuffs. Black braid embroidery is a novelty. The open coat reveals a glimpse of plum colored satin. The chin-high collar is one of the fashionable signs of the season. The round turban is of baby lamb. The figured lace veil is of nose length. With the costume are worn white boots.

Again I utter the timely word of warning: Dress according to your type. If yours is not the type that can wear the tipsy shapes and side drooping feathers of the hats pictured on this page, find a style better adapted to it.

If yours is not the personality that is adorned by the bodice that is cut extremely low in the back, avoid such bodice. Let taste reign.

This Persian Lamb Coat Is One of the Handsomest of the Season's Conservative Models

Return Of The Negligee Gown Marks Peace

New York, December 22.—The prettiest of all the indoor garments which women wear, the negligee, is in style again. It has returned with peace—and what can be more typical of a feminine world at peace and restored to normal life than these soft, trailing pale gowns worn in the intimacy of home and suggesting quiet and restfulness? For a long time there have been only a few women who have had leisure enough to indulge in the luxury of such things. Now all that is about to be changed. Women generally will no longer have to keep the long and crowded hours which have been theirs since the war began.

Nothing more decidedly indicates the changed tenor of the times than the sort of clothes women will indulge in from this time forward. As for the negligee, the prettiest brought out of late are really works of art, for without being in the least like a dress they suggest a perfectly fitting morning robe and show none of the loose, non-fitting lines accorded the old time negligee, while they are as distinctly comfortable as a negligee should be.

Of Lace And Georgette

One good model is developed in flesh pink georgette. The skirt has two very deep tucks, one above the other. There is little fulness in the skirt, but enough to keep it from looking skimpy. The waist is formed of two straight pieces of the georgette arranged in a bertha effect. At the waist line a thread of narrow ribbon of several pastel shades goes around and falls in long streaming ends quite to the hem of the skirt. The sleeves reach only to the elbow and are made of two pieces, not joined in a seam but caught together at intervals with loops of the pastel toned ribbons, so that the arm is prettily revealed.

A charming arrangement of lace and accordion pleated blue georgette is shown in another one of these delightful garments, the lace forming a dainty jacket effect for the upper part and falling in streaming ends quite to the edge of the pleated blue skirt in front. This model also has the appearance of a dress, especially as a wide belt of blue satin is folded around the waist, and flowing sleeves of the blue appear underneath the lace jacket.

Mauve and lavender are effectively used to fashion georgette slips, which are called throws, as they are intended to be thrown on quickly, have no ribbons to tie or snaps or hooks to fasten, and are quite ready for any emergency for which they are snatched up. One of these resembles an elongated chemise, and seems to be fashioned of two extremely long sides of lavender georgette caught together in points over the shoulders. There are no sleeves in front, but long folds of the fabric ripple down the back and float off on the floor.

I observe a distinctly Chinese note expressed in many of the newest of negligees. For instance, the short embroidered jackets which we call mandarin coats have had skirts of chiffon added to them, the chiffon selected in a color contrasting perfectly with the color of the jacket. This is an excellent way to fashion a negligee, for the reason that no especial adjustment of line or fitting is necessary, and one can drape the chiffon as one will.

The French Woman's Robe

A striking Chinese garment of this sort is made of peacock blue georgette combined with a jacket of black satin embroidered in swirling sprays of white iris. The sleeves of the jacket have been cut away and in their place have been added draperies of the georgette to trail voluminously and to present an extremely graceful effect.

The same sort of negligee has been developed attractively in white and flesh colored georgette, the color forming the skirt and the draped sleeves, and the heavily embroidered jacket being used for the upper part. Of course this sort of negligee is much newer than the lace and crepe de chine models to which we have been accustomed.

French women are devoted to the robes for intimate wear made of embroidered linen of finest texture and mounted over silken slips of different color. For instance, the over slip with its exquisite embroidery is hung in lines perfectly straight and simple from the shoulders. A bertha of embroidered ruffles trims both sides of the front and forms the collar in the back. The beauty of these dainty things lies in the perfection of the handwork which ornaments them and in the perfection of daintiness in which they are kept as if always freshly laundered.

The slips worn underneath are made either of quilted satin or of China silk unlined, as one prefers. By having several of these it is possible to have several different robes. Dotted Swiss combined with Valenciennes lace is also used in this way and leaves nothing to be desired in the way of loveliness and freshness.

English Negligees Of Velvet

The velvet negligee comes from England, where country houses are not always as warm as one could wish and where it would hardly be possible to wear comfortably the more diaphanous creations of georgette and lace. Some of the velvet models are quite as lovely as the others and are made to have all the suggestion of lightness and daintiness wished for through the addition of chiffon sleeves and draperies.

An especially handsome robe of this sort is made of deep purple chiffon velvet with draperies of mauve chiffon arranged at the sides to form sleeves and add their trailing length gracefully. A girdle of mauve and gold is arranged just below the hips, giving a distinctly Moyen Age effect.

It is interesting to look back to the days when the atrocious Mother Hubbard was the herald of our negligees and contrast that awful thing with the exquisite creations of today. It only serves anew to impress upon us how much we have to be thankful for. We can even be grateful to Mother Hubbard, for because of its ugliness designers were spurred on to fresh effort by women who really cared how they looked in negligee as well as at other times and struggled to get away from it and thus helped the present charming creations to arrive.

In this connection let me ask what has become of the boudoir cap? What bridge party of the long ago days was complete without it as a prize? Who wears them nowadays? What a rage they had and how unbecoming they were!

But to return to the negligee. Some lovely models are made up in albatross with deep pointed collars of white dotted Swiss and strips of Valenciennes lace. One of these in canary colored woollen fabric of this kind has the Swiss collar arranged in deep points reaching almost to the knees and belted in with a straight around belt of the fabric. The collar is put together with rows of the narrow lace, which gives richness to it, and resembles a very deep bertha.

Trousers For Hours Of Ease

Short sleeves of the canary colored material open over undersleeves of the Swiss and lace. This sort of garment is practical and pretty and within the power of almost every woman to achieve, as the lines are of the simplest. The gown itself could be finished entirely without the sleeves or the collar, and these could be mounted on a sort of guimpe and slipped underneath when needed. Thus they would always be immaculately fresh.

Some women prefer the very modern and up-to-date jacket and trousers for wear in their hours of ease. These are made up in many combinations of materials and are entirely feminine in appearance, as anything is apt to be when fashioned of satin and ornamented with ribbon bows and frills of lace. For the most part these lounging robes have short jackets built of lace and chiffon which are worn with satin trousers of ankle length, very full at the hips and caught at the ankle with pompons of silk or huge rosettes of some sort. They are made up also in satin, the paler shades being preferred—pink blue and maize.

RELAX GOLD RESTRICTIONS

Embargo On Gold Export Probably Will Not Be Lifted Soon

Washington, December 31.—Restrictions on the export of gold are being relaxed gradually by the Federal Reserve board, it was said today although the embargo on the export of gold probably will not be removed for several months. Officials denied reports that the embargo might be lifted shortly, and explained that such action cannot well be taken except in concert with Great Britain and other leading nations which are maintaining strict gold embargoes.

Despite this continued regulation, treasury officials predict rapid improvement in the foreign exchange situation within the next month or two.

When My Boy Comes Home

By MIMOSA

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little colliandum with a piece of cotton wool. Colliandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the colour deepens slightly giving an absolutely natural appearance.

Why
harsh cold winds hurt your skin

In cold, windy weather, you notice that your skin becomes harsh and dry, your lips and hands are chapped — but do you know why?

W. Allen Jameson, the noted skin specialist, says: "In cold weather the outer cells, not sufficiently lubricated, splinter and grow rough. Therefore some carefully selected substitute should be used for the materials which nature has failed to furnish."

It was for this very purpose that Pond's Vanishing Cream was formulated. Entirely free from greasiness, you can use it throughout the day with the knowledge that not a trace of it remains on your skin.

It has a wonderfully beautifying effect, and as a base for powder, it is so effective that one powdering is sufficient for the whole evening.

This is how to give your skin the protection it needs

Just before going out, give your face a light application of Pond's Vanishing Cream. Rub it in gently. At once it disappears, and leaves no trace, no oily shine. With this protection you can keep your complexion soft, smooth, free from attack by wind and cold, free from redness, roughness and chapping. For chapped skin one application does wonders.

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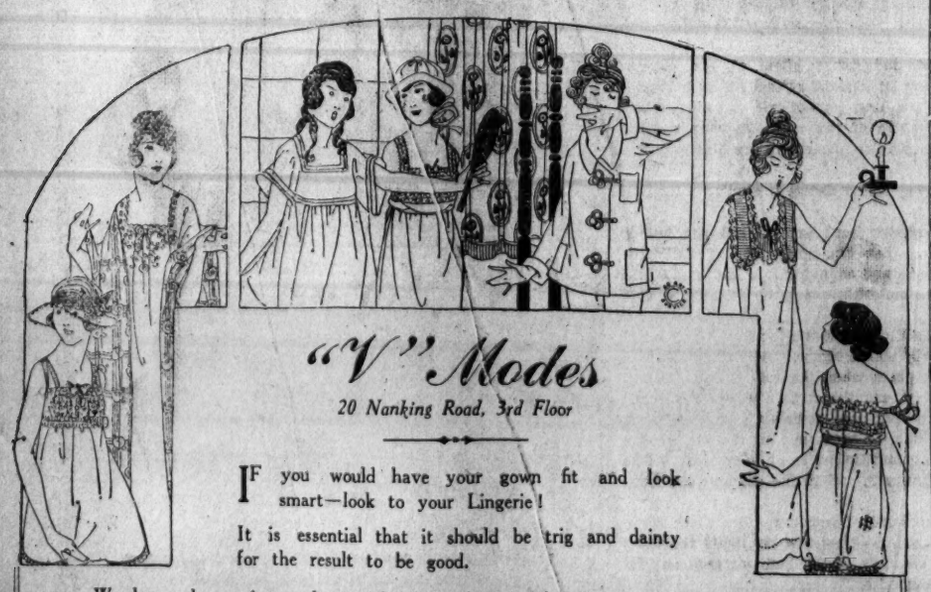

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20 Nanking Road, 3rd Floor (*next door to Macbeth, Pawsey*)

AUTOMOBILES

SHANGHAI, SUNDAY, FEBRUARY 16, 1919

Here's How Henry Ford Made Eight Men Rich

Wonderful Results Of 'Taking A Chance'---Planning Stock Dividend Of 2,400 Percent

Eight Ford Stockholders

	Original investment.	**Cash dividends.	Stock dividends.
Henry Ford	*	$30,000,000	$29,000,000
James Couzens	$2,500	6,000,000	5,200,000
John S. Gray estate	10,000	5,600,000	5,000,000
John F. Dodge	5,000	2,550,000	2,600,000
Horace E. Dodge	5,000	2,550,000	2,600,000
H. H. Rackham	5,000	2,550,000	2,600,000
John W. Anderson	5,000	2,550,000	2,600,000
R. V. Couzens	100	55,000	50,000

*Amount of cash invested not stated. **Amount of dividends made public.

Former Stockholders:	Invested.	Sold for.
A. Y. Malcomson	$7,000	$175,000
Albert Strelow	5,000	25,000

Detroit, January 3.—The foregoing table gives but a slight idea of the wonderful results achieved by the little coterie of men who "took a chance" 16 years ago and aligned themselves with Henry Ford, the "visionary engineer." How their investments of hundreds in a struggling automobile company swelled to millions has ever been a fertile topic of discussion among Detroiters.

This subject of absorbing interest has been revived by the recent action of the board of directors of the Ford Company in declaring a 200 percent dividend on the capital stock of $2,000,000. The payment calls for $4,000,000, 100 percent payable in January and 100 percent in February.

$175,242,000 Undivided

The declaration of a dividend two times as large as the company's capital stock looks astonishing on its face, but were the company directors so minded they could order a similar dividend on a capitalisation 25 times as great as the present paltry capitalisation of $2,000,000 and without the slightest financial disturbance, for there is $175,242,000 of undividend profits in the company's coffers, according to the last fiscal statement.

The plan for increasing the capital stock of $100,000,000 and paying a stock dividend of 2,400 percent ($48,000,000) has been delayed, owing to the fact that the present laws of Michigan forbid any Michigan corporation to have more than $25,000,000 stock. A cash dividend of 100 percent was paid in September, 1910; one of 500 percent was declared in June, 1914; one of 100 percent in May, 1914, one declared in June, 1915, but rate not made public, and a cash dividend of 200 percent January, 1918. Dividends of other years were not made public. The Ford company is literally one of the closest of corporations and an accurate statement of the actual financial status of the "eight originals" is a subject for surmise.

$400,000 Daily Payroll

The evolution of the little machine-shop in Park Place, where the first Ford car was built in 1902, under the direction of Henry Ford, James Couzens and Alex. Y. Malcomson, to the mammoth industries now controlled by Henry Ford staggers the imagination. Including the Ford tractor enterprise, for this newest industry is made possible through development of the auto plant, there are more than 53,000 employes on the Ford payrolls, none of which receives less than $6 per day. More than $400,000 is required each day to pay the vast army of Ford employes.

In January, 1914, Ford staggered the world by announcing a plan of profit-sharing with employes whereby all deserving employes would receive a minimum wage of $5 per day. Just before resigning the presidency of the Ford Motor Car Company last Tuesday he announced that a minimum wage of $6 per day would go into effect at both the motor and tractor plants at once. Approximately $130,000 has been distributed to Ford employes since the inauguration of the profit-sharing plan. The total assets of the Ford interests are a matter of conjecture to the outside world. They are placed all the way from $300,000,000 to $400,000,000. Mr. Ford himself is responsible for the statement that this phenomenal financial status will be eclipsed by his tractor industry, which is practically in its infancy.

Loaned Couzens $100

Who is responsible for running this gigantic enterprise from a shoestring to its present world supremacy? The story of the development of the Ford Motor Car Company reads like a chapter of the "Arabian Nights." Dollars have been made to multiply so that hundreds have become thousands and thousands of millions. Miss R. V. Couzens lent her brother $100, and as a result became the possessor of a fortune. The history of the early struggles of the company is associated with two men, Henry Ford and James Couzens, now Mayor-elect of the city of Detroit.

In the summer of 1902 Henry Ford formed a co-partnership with Alex. Y. Malcomson of Detroit, a coal dealer, for the manufacture of a motor car. This was nine years after the auto magnate had first seen and operated a vehicle propelled by gasoline. The companies which he had organised, the Detroit Automobile Company and the Henry Ford Automobile Company, had given up the ghost, but Henry Ford refused to lay down.

Backed It For $7,000

Mr. Malcomson agreed to pay all the expenses of the new company up to $3,000, but this limit grew inadequate and totaled $7,000 before satisfactory results were accomplished. Then an attempt was made to organise a company to market the Ford car. For the next 60 days many Detroiters heard opportunity knocking at their door, but only a few responded. Finally several were induced, against their better judgment, to invest money in the enterprise, and on June 18, 1903, the company was organised. Ford and Malcomson were awarded 51 percent of the stock. Extraordinary results were the last thing looked for. Under the best of conditions the investors would be satisfied with normal returns for the use of their money.

Contracts were made with Dodge Brothers of Detroit, who had operated a general machine-shop, for 650 chassis. Both John F. and Horace L. Dodge subscribed for $5,000 worth of stock in the new company, the money to be paid out of the profits on the 650 chassis, thereby becoming two of the original eight shareholders in the Ford Motor Car Company.

$5,110,000 In Dividends

The Dodge brothers were fairly well to do before the advent of the Ford company. They were industrious and have continued so. Now they have an enormous automobile plant of their own, employing more than 10,000 workmen. They have received between them $5,110,000 in dividends that have been publicly declared, and each will receive $2,600,000 of the new stock whenever the company issues it.

When the company was organised, Anderson and Racksam, a firm of young attorneys, drew up the papers. This led them to become stockholders. They had intended to subscribe $2,500 each, but reconsidered, and each put in $5,000.

Borrowed To Invest

Racksam became interested in the budding company through his friend, Mr. Malcomson. Disregarding the advice of banking friends, he borrowed money on some real estate he possessed and invested it in the company. So far he has received $2,550,000 in dividends and will have $2,600,000 of the new stock.

His partner, John W. Anderson, secured a loan from his relatives to invest in the Ford enterprise. Up to this period he has had $2,550,000 in cash thrust upon him and also will be awarded $2,600,000 of the new stock.

Contrary to the general belief these two attorneys did not receive stock in the company for their legal services. They paid for their stock outright, receiving a modest sum for their assistance in organising the company.

Gray Took $10,000 Worth

John S. Gray, now deceased, a conservative banker and business man was induced to take $10,000 worth of stock and the presidency of the company.

Mr. Gray was frankly dubious about the success of the new enterprise and only advanced the $10,000 after Mr. Malcomson pleaded with him and personally guaranteed him against loss. Now his heirs are reaping a golden harvest from a venture in which he stood to lose nothing. The Gray estate is now represented on the board of directors by David S. Gray, a son of the former president.

Couzens Borrows To Get In

Of the "eight originals" the career of James Couzens is the most spectacular. James Couzens resigned as vice-president of the company in the heyday of its success. When the company started business Mr. Couzens was employed by Mr. Malcomson as a clerk at a salary of $1,320 a year. Being a strictly industrious clerk he had amassed a fortune of $400 in cash, and as a recognition for faithful service Mr. Malcomson awarded him a bonus of $500. Thus he had $900 available when the opportunity came to buy stock. Borrowing $100 from his sister, he put the $1,000 together with his note for $1,500 into the company, of which he was made secretary and business manager.

Mr. Ford was made vice-president and general manager of the company. It was Mr. Couzens' remarkable talent for business details and policy, no less than Mr. Ford's determination and inventive genius, that made the difference between ordinary and amazing success

Paid Every Dollar In Year

Mr. Couzens likes to tell of their experiences during the company's struggle for existence.

"I recall the discussions Mr. Ford and I used to have in talking over what salaries we were to ask for," he says. "We decided that he should get $3,000 a year and I $2,500, and these amounts were voted us by the directors. I started out with a one-armed stenographer and finally got a bookkeeper. I wrote the first annual statement for the directors' meeting out in long hand an indelible pencil.

"In October, 1903, when the company was five months old, we paid a 2 percent dividend; in November, 10 percent; in January, 1904, 20 percent and in June, 68 percent, so that at the end of our first year the stockholders had received back every dollar they had invested. From that time Mr. Ford and I declared our independence."

$100,000 For $100

Mr. Couzens' sister, who lives in Indiana, received stock from her brother representing the amount of money he had borrowed. From that $100 which she lent him she has received more than $50,000 in dividends and owns $50,000 of the company's stock.

It is known that Mr. Couzens has received at least $6,000,000 in cash dividends, and under the new capitalisation will, when it goes into effect, have $5,200,000 of stock. Since his retirement from active participation in the affairs of the Ford Motor Car Company Mr. Couzens has been police commissioner and is now Mayor-elect of the city in which he began his career as a car checker on the Michigan Central railroad 20 years ago.

Bought Malcomson Out

Mr. Malcomson sold his stock to Mr. Ford in 1906, being paid $175,000. It was no secret that in the early days of the company's existence Messrs. Malcomson and Ford failed to pull together. Finally Ford and Couzens decided to purchase the Malcomson stock for what looked to them at that time as an enormous sum.

Mr. Malcomson's terms were $75,000 in a note and the balance in cash. Then Ford and Couzens started out to raise the money. A member of one banking firm said "he would see what could be done." Evidently he is still looking, as that was the last heard from him. Further effort was successful, however, and with Ford and Couzens endorsing each other's note, a loan was secured. The purchase of this stock gave Mr. Ford his first control of the company.

Back Seeking A Job

Albert Strelow, one of the men who purchased small amounts of Ford stock in the early days, became interested in a British Columbia gold mine. After the company had been running a short time he needed money to develop the mine and sold his stock to Mr. Couzens for $25,000, five times what it cost him. This money was lost in his mining venture and Mr. Strelow returned to the Ford company several years later looking for work.

The careers of some of the men who joined the Ford forces after it had became a stable concern form another chapter rich with romance, Reams could be written depicting how Frank L. Klingensmith rose from a bookkeeper's position to the vice-presidency of the company and one of its really greatest assets within a decade, or how Norval Hawkins became the highest priced sales manager in the world.

It is announced that the Ford company will shortly declare another dividend. Whether it be $4,000,000 or $25,000,000, it will only awaken ordinary interest in the minds of Detroit citizens. Nothing that the Ford interests do now surprises them.

SUPPLY OF CLOSED CARS BOOMS MITCHELL SALES

Head Of Company Says Business Is Better Than Ever For Season

"We cannot complain of business conditions," says George H. Stowe, president of the Mitchell Motor Car Company of New York. "As a matter of fact they are better than I have ever known them to be at this season of the year, which is usually an off one in the local New York trade.

"Of course the practical resumption of peace conditions is largely responsible for this, but another reason which has contributed very largely to stimulate the sale of Mitchell cars was the action of our company in going back to pre-war prices, and the public was quick to grasp the fact that our cars were being sold at bargain prices.

"Another fact which has largely contributed to our success is that we are about the only dealers of medium priced cars who are able to make immediate delivery of sedans and other closed types of cars."

Firestone

The Giant Tyre for Giant Duty

FIRESTONE Giant Lorry Tyres were first of their type. They have established new standards through greater bulk of active rubber, broadened surface, deeper cushion.

Traction, lorry protection with sure hold against skid, characterize these stalwarts of the lorry tyre world. Economy of fuel and long, reliable wear are further advantages.

Consult us as to the right equipment for your needs.

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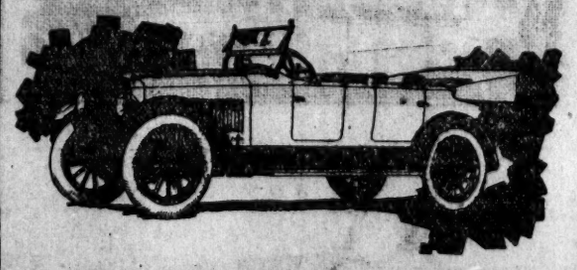

Beauty, Power, Quality

The New BIG-SIX

Beautiful in Design
Thoroughly Modern
Mechanically Right

NOTE the harmonious design of the body, fenders, radiator, lamps and general outline of the New Studebaker Big-Six!

See how gracefully the curves of each are blended. Few indeed are the cars which match it in appearance, or in which the modern bevel-edge body (*originated in the Studebaker custom-body department*) has been so perfectly developed.

Its power-resources are marvelous. Its touring range is ample for ordinary driving; its emergency-range gives express train speed, or extra power for hills or bad going. A touch of the throttle makes the change. But, for all its ability, this is an economical car—remarkably so at the speeds you will usually require. Even its tire-economy is notable.

Its Hotchkiss Drive and flexible couplings make this a delightfully smooth-riding car. The correctness of its mechanism and its stamina have been tried and tested by 40,000 miles of driving under the hardest possible conditions.

The finish, equipment and appointments are of the highest quality; complete and satisfying down to the smallest details.

For particulars, apply to

Shanghai Horse Bazaar & Motor Co Ltd.

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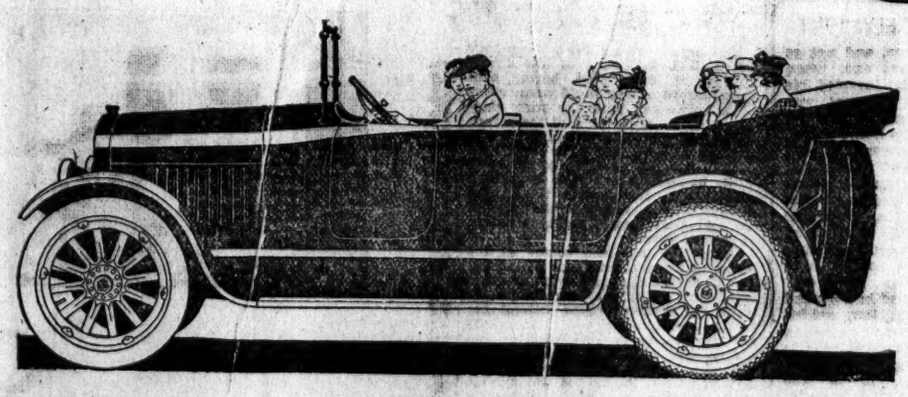

SOLD OUT

Two King Eight-Cylinder, 60 Horse-Power, Seven-Passenger Touring Cars are all that are left in stock out of the last big shipment. In order to clear these cars out, we are disposing of them at

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38 CANTON ROAD

PHONE: CENTRAL 2002

U.S. ROAD IMPROVEMENT GIVEN IMPETUS BY WAR

Goodrich Tire Company Official Calls Attention To Need For Good Highways

Recognition by Congress of the vast scope and importance of the automobile industry, the standardisation of tire sizes and shapes; and the attention focused on the need of an adequate American highway system. These three conditions resultant from America's participation in the world war were emphasised as having a far-reaching influence on the new era of prosperity to be entered by the automobile field by W. O. Rutherford, vice-president of the B. F. Goodrich Rubber Co., in a talk before 800 delegates attending the Ohio Automobile Trade Association convention at Akron, Ohio, recently.

Wonderful Teamwork

"The war was materially shortened through the wonderful teamwork and organisation of American industry," declared Rutherford. "The War Industries Board was the most powerful body of men ever organised in any country in any time in the world's history. But for the efforts of this great body of American businessmen Congress would have classed automobiles with pianos and other luxuries causing the transition of the motor car industry from a war to a peace basis to become a slow and expensive process. Thanks to the heroic work of our big businessmen, the industry is in a sound, healthy condition and ready to commence diminishing the enormous shortage of passenger cars, trucks, tires and accessories that exists today.

"Although at a loss of several millions of dollars, tire manufacturers will continue the policy adopted during war time of conservation and standardisation of tire sizes," continued the Goodrich official. "Reducing the number of tire types and sizes to fourteen from 239 will place the tire business on a sound and sensible basis."

Highway Improvement

"One of the greatest services done the country and a movement that effects every motorist in every community in the United States is the splendid work done by the Government in improving our national highways," said Rutherford. "As a result of the foundation imbedded by the Highway Transport Committee and that organisation's determination to continue the great work, the development of the highways and lanes of this country during the next twenty-five years will contribute more to progress and prosperity than did the railroads during a like period of their early days. We are about to witness an enormous expansion in the motor truck business which will obviously gain momentum as our road-building program progresses."

The keynote of the Ohio convention was the optimism with which automobile men face the dawning period of readjustment and reconstruction. Men foremost in the automobile industry from Detroit, Toledo and other manufacturing centers who spoke at the conclave, declared that the valuable lessons learned by the industry during war time were to be applied during peace time, thereby giving the motoring public sound, tested products.

THE CHUMMY FLYABOUT

There was a time, and not so terribly many years ago, when the young man who invested his hard earned cash in what was known as a best-girl buggy got some mention in the home paper. His purchase was chronicled with the added advice of "Look out, girls!" With red running gears, rubber tires, a tassel on the horse's bridle, and a whip that cost at least $1.25, this young man was so well equipped that he was a force to reckon with when lovemaking was going on.

He has passed, and in his stead has come the long, low, rakish motor car. It burns gasoline and leaves an unpleasant odor in its wake, but it represents speed and exclusiveness. It is the chummy roadster. Too soon, it seems, it also will pass away. In a New York newspaper is the advertisement of an aircraft concern: "What about the boy who overseas has been roaming the sky, day after day, flying free in the glorious ether?" it wants to know. When he comes home, the advertisement says, he will not be satisfied with a motor boat or an automobile. "So why not meet the inevitable," it asks, "and buy him an airplane now?" Now that the stress of wartime production is over, this particular concern is offering flying boats, seaplanes, and chummy flyabouts for commercial or pleasure purposes. "An appropriate Christmas gift for your son or daughter," is the concluding sentence.

We have passed from the best-girl buggy to the chummy roadster, and it is only a step further to the chummy flyabout. The day may be here shortly when the young man who is courting a real American girl will scorn the automobile. Instead he will call for her in his chummy flyabout and Pa had better arrange parking space. If rain threatens they will fly above clouds. If the evening is hot they will rise a few thousand feet to where it is cooler. The red running gears are gone and the motor car may be passing. Tomorrow often springs something new, and when it comes youth will gladly accept it.—*Indianapolis News.*

Red Cross Motor Corps Girl Welcomes Yankees Home

By Grace Burtlett
(In Motor)

"Crank me up, boys, I sure can go all right now!"

They called him "Happy" Murphy, over there, in the 119th Machine Gun Battalion, and he was still happy when they carried him, badly wounded, down the gangplank of the hospital ship onto a pier in New York City.

"Here, you fellows, clear out of the way—can't you let us see New York?" He tapped the nearest with a stout walking stick that had been lying along his stretcher, as he tried, vainly, to lift himself a little. New York just at that moment consisted of a dot of blue water on either side of the pier shed, a pile of lumber here, a prosaic looking cargo there, and down the line toward the street and out of the pier's end, as far as the eye could reach, gray motor ambulances, each bearing on a white shield, the sign of the Red Cross.

The stretcher bearers paused a moment, unconscious of the very slight jolt that this gave to the soldier whom they were carrying, but the war-burned face below the service cap turned white, and the mouth settled for a moment into a grim line.

Under the brown army blanket lay a man broken perhaps for all time. But in his fighting daring, the spirit of laughter strong within him, he had laughed in his wounding, had laughed at the hospital "somewhere in France" where they had removed a great piece of shrapnel from his hip, was laughing now although they had told him that the new festering of that wound meant that, in all probability, the leg would have to be amputated at the hip just as soon as he arrived at the evacuation hospital—fifteen minutes away.

"What's one leg more or less?" he remarked nonchalantly, "in some ways it might be more convenient—I'd always get off on the right foot then."

A motherly looking woman wearing the Red Cross insignia stepped forward.

"Bonjour, Madame," he blithely greeted her, although the paleness still lingered.

"Bonjour," she replied, "I am so glad to welcome you home again, dear boy."

For a moment the man's pain marked face grew serious, the home look came into his shining eyes, the longing for "mothering." Then he raised an admonishing finger.

"Don't call me 'dear,'" he said, in gravely remonstrative tones, "the last time a woman called me 'dear' it cost me money."

The stretcher bearers moved a few steps farther, and a girl in a trim gray uniform standing by the open door of an ambulance, directed them where to place the poor torn body in which the spirit was still so valiant.

"Hey, fellows," he called out, as, stretcher in place, the color returned to his face, "just see how they rank me—a private cyar—none of you hoi polloi in here."

The girl in gray saw that her charge was as comfortable as the wounded h'p would allow, saw that everything was in place and that the doors of her ambulance were securely and quietly closed, then mounted to the wheel, and at the word drove away, slowly, carefully.

Another car drew into place, carried away another brave burden; then another, and another.

The return of the conquesting hero is war's most interesting aftermath. Whether he comes to wife, mother, sweetheart or mere sister-at-large; whether with the swagger of victory, the glorious pathos of a wound or with the even heavier mark of war's impartial hand, the day on which he is welcomed home is his great day. On that day he holds, undisputed, the center of the stage.

The heroes of all dead wars have felt it, that loosening of the strain, that joy of even past horror, that magnificence of war itself when viewed in retrospect with the sure gladness of home at hand. But the return of today's victorious hosts strikes a new note. With the first near view of the shore as the ship prepares to dock, impatient for their first step onto God's country again, the throng in olive drab leaning over the sides of the transport sees a sight unknown in former wars.

Down the dock she comes at the wheel of a great gray car. With expert precision she guides to the exact point required of her, there stops and waits for further orders, behind her a long line of other cars. She waits for her chance to be of service and her coming is the first welcome to the returning troops. She represents the fires of homes, the united womanhood of America—

She is the Red Cross Motor Corps girl!

The motor has given to woman a new status and a new field of activity in this war. No longer need she merely stay at home, hoping and waiting. Through its medium she is given opportunity for the highest and most difficult kind of service, she has become a great factor in the nation, a home guard that has never shirked its responsibilities, that has never failed to arrive, willingly, on the dot of time. Overseas we know what the motor has done—briefly, it has won the war. And it has kept up the morale of the armies through the facilities that it has offered for quick assistance to the wounded, for hurried renewal of supplies, and for furnishing the comforts of home to the men in camp or hospital.

At home it has done as important work in a different way. It has created a new army that stands ready to meet all emergencies, and to lend its aid wherever and at what moment it may be necessary.

In 300 cities of America, from New York to California and from Canada to the Mexican border, the good word and the good work of the Red Cross Motor Corps have gone forth. More than 12,000 members are enrolled. In Atlantic ports the Motor Corps has been busier than ever since the signing of the armistice, and an idle day on its calendar is still too far off to contemplate. The sick and wounded must be brought home, and reaching here, must be transported by some thoroughly trained agency to the evacuation hospitals, from there to the base hospitals, and, when discharged, to their homes. The outline of the Motor Corps work in November, told them to prepare for the task of carrying from ships to hospitals, 20,000 every month for five months.

And that is only a part of what they are called upon to do.

In San Francisco and Seattle the Red Cross Motor Corps is waiting to offer the same valiant service to the men returning from Siberia: along the southern end of the country, occasional border troubles call for their assistance: and in national disasters such as the recent influenza epidemic, the forest fires of Minnesota or the explosions at the munitions plants of New Jersey, the Red Cross Motor Corps virtually takes command. Nothing is too great or too small for the Motor Corps girl to do, if it is required of her. In one western city, minor casualties of the peace celebration were cared for by members of the Red Cross Motor Corps, who were called from their own enjoyment of that gala occasion to answer the demands of duty.

The life of a Motor Corps girl is by no means all merry sunshine. Nor is the picturesque side of her work, that so impresses the casual observer, apparent, in the least degree, to her. She has no time to think of the picturesque. As truly as a man is a soldier, so is she; and as severely as discipline binds him does it bind her, the fact that she has, in many cases, been an object of much solicitation as to her ease and comfort before entering the Motor Corps, having no tendency at all toward lightening her duties thereafter.

Before being admitted to membership in the Red Cross Motor Corps, an applicant must not only be an expert driver. She must know her car from the ground up, must have as familiar an acquaintance with its internal construction as she has with its brakes, and must have a certificate from an accredited school of automobile mechanics to back up her own assurance. A chauffeur's license is also necessary, and in addition, she is required to take a thorough course in sanitary, troop and stretcher drill. In other words her preparation must be complete. By means of this war a larger percentage of thoroughly competent motor drivers and motor mechanicians have been made than any other possible contingency could have brought about.

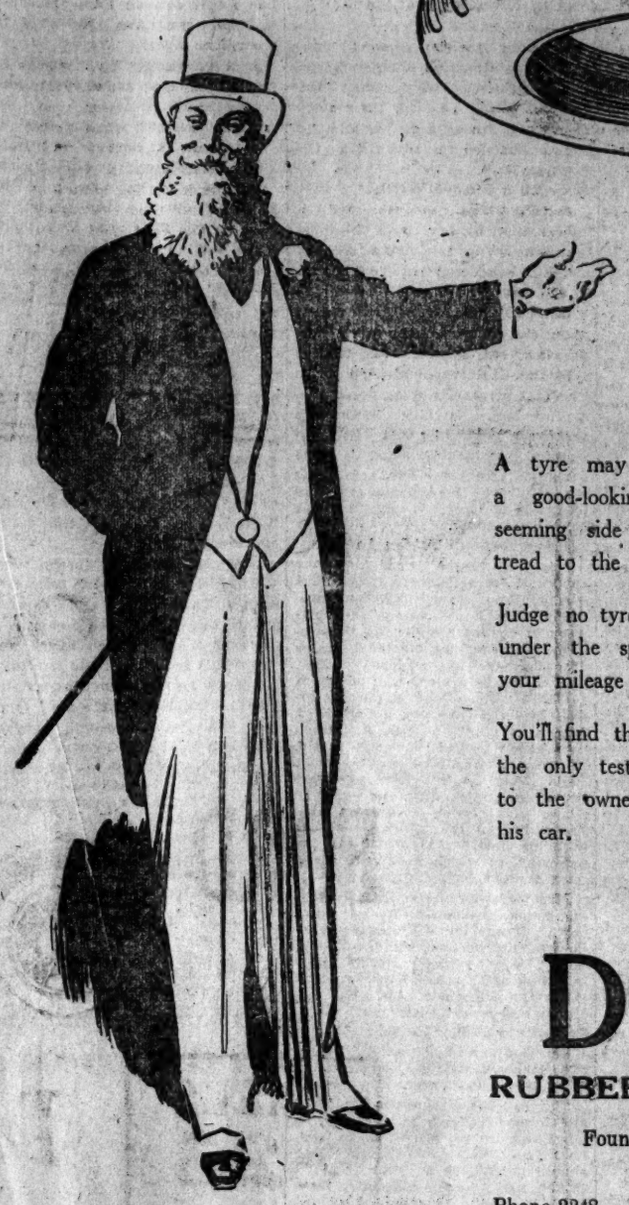
Unloading from 500 to 3,000 sick and wounded at a single session is no light task, yet that has been accomplished from incoming ships, so many times by members of the Red Cross Motor Corps that they no longer even think of it as anything difficult of performance. Whether he be white, black or yellow: whether his injury be repulsive or just one that claims pity, the ambulance driver never thinks of the returning soldier except as some one whom it is her privilege to serve since he has so willingly offered his life that the world might be clean. Her work often includes more than the mere carrying of her burden to the hospital, and more than once has a member of this corps had to her credit the cure of a soldier suffering from that mysterious malady known as "shell shock."

In the case of national disaster the work accomplished by a member of the Red Cross Motor Corps sounds a thousand variations. She must be driver, organiser, first aid, court of last appeal and general busybody. One girl, returning from a day at the New Jersey munitions disaster last October, remarked in all seriousness to her corps commander, "Now I can qualify for an undertaker." She spoke the literal truth!

Of the $12,000,000 Government owned Gillespie plant at Morgan, New Jersey, a munitions factory that covered twelve square miles, only one-eighth was left by seven o'clock on the morning of October 6, following the series of explosions that had commenced early the previous evening. The nearby towns suffered terribly from the shock, two of them, South Amboy and Perth Amboy, having been almost uninhabitable for some time afterward. Chimneys were thrown down, windows shattered, water and gas pipes broken, houses set afire by the bursting shells. The inhabitants of all nearby towns fled into the highways.

Into the heart of this terror-stricken throng, the Red Cross Motor Corps came and restored order out of its seemingly hopeless chaos. Dr. Dorothy C. Smyley, who heads the corps for the states of New York, New Jersey and Connecticut, was in command, and the record of what she did may perhaps remotely be gauged when it is told that during one whole week she had but twelve hours of sleep, and that in the opening days of the disaster she went thirty-six hours without closing her eyes.

In reconstruction work, even as the motor will be the prime factor, so will the work of the Motor Corps be more vital than ever. It is estimated that this will take from three to five years, and until it is accomplished and her field of usefulness is over, it is hardly probable that the work of the Red Cross Motor Corps girl will be a thing of the past. If she has to thank the motor for giving her her opportunity, at least it may surely be said, without exaggeration, that she has developed that opportunity to a degree unreckoned among things possible in pre-war days.



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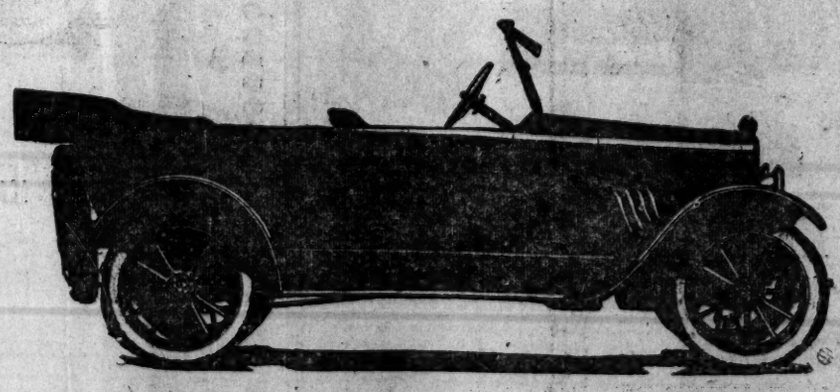

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Fiat Shows Biggest Profits Of Italian Motor Concerns

The total amount of capital invested in the eight leading Italian automobile companies was a little more than £1,800,000 (exactly 46,947,000 liras) in 1916, the last year for which official returns have been issued. At the present time it is estimated that the capital of these eight companies is £4,800,000 for they have all increased the last three years, the Fiat Company alone having carried its capital from £1,190,000 to £4,000,000.

For the year 1916 the average nett profits of the eight leading Italian automobile companies was 32.53 percent. The actual dividends paid were 12.01 percent in 1916, 16.64 percent in 1915, and 10.30 percent in 1914. The falling off in 1916 compared with the preceeding year is more apparent than real, for one company decided to pay no dividends in order to write down an important percentage of its profits as an increase of capital. No returns have been issued for 1917, but it is known that this year marked a big increase over the preceding one.

The biggest nett profits are shown by the Fiat company with nearly eleven million liras. Three other firms are closely placed with profits of one and a half to two million liras. The following are the detailed figures for 1916, the values being in Italian liras:

	Capital in 1916.	Dividend 1916.	Nett profits.
Fiat	29,750,000	3,910,000	10,881,312
Spa	4,800,000	———	1,985,267
Isotta-Fraschini	3,500,000	448,000	1,394,858
Bianchi	3,000,000	780,000	1,510,208
Itala	1,750,000	280,000	557,557
Zust	1,700,000	141,000	288,427
Rapid	1,147,000	91,748	91,748
Scat	700,000	56,000	56,000

While the status of the automobile companies are of the greatest interest to our readers it is worth while noting the general condition of the manufacturing concerns. Official returns covering 1,144 companies with a global capital of 4,700 million liras show a very healthy condition and emphasise the fact that Italy has effectively freed herself from the economic yoke forced upon her by Germany. The average dividends paid by these 1,144 companies were 5.06 percent in 1914, 5.86 percent in 1915, and 6.40 percent in 1916.

Taking the 771, most important companies with a paid up capital of 3,852 million liras, 665 of these closed their books with a gain or with no loss. These 665 companies have a global capital of 3,610 million liras and a reserve capital of more than 489 million liras. One hundred and six companies with a global capital of 242 million liras closed their balance sheets with a loss.

The nett profits come up to an average of 10.80 percent, and about one-third of this has been written down as a reserve fund. The relative importance of the industries can be judged by the amount written down as a reserve fund. This puts the iron industry at the head, followed by shipping, cotton, automobiles, chemical products and mines.

The following are the official figures of the amounts written down as reserve fund in 1916 and while they do not claim to cover the entire situation they are sufficient to show the healthy growth of industrial Italy:

	liras
Iron	30,546,000
Shipping	19,574,000
Cotton	12,386,000
Automobiles	10,312,000
Chemical products	8,170,000
Mines	6,345,000
Mechanical Industries	6,109,000
Banks	5,895,000
Oil	4,889,000
Silk	4,121,000

You Can't Stop The Car By Merely Shouting 'Whoa!'

By H. Clifford Brokaw

It matters not how good an engine you have under the hood if you haven't a means of stopping the car once it is started you are in for a bunch of trouble. And you can't stop the pesky thing by shouting "whoa" at it either. Hence I have always contended that the brakes are a more important part of the automobile than the engine. If there were no engine one could not start the car and get into a mess. But with an engine to start and nothing to stop it there would be almost the surety of a wreck and perhaps the occupants would be killed, or others who got in the way.

Each car is provided with two sets of brakes, and some few have more. The emergency brake, as it is called, consists of a brake band operating within a drum on each rear wheel and connected by suitable linkage to a lever, which is provided with a ratchet and pawl so that the brake may be set and held there. It is intended that this brake shall be used primarily for holding the car at a standstill after it has been stopped, and it is used as an emergency brake only in case of mishap to the other brake, or on long hills, where it is desirable to alternate between the two sets.

The running brake, or service brake, is operated by a pedal and is equipped with a spring to automatically release the brake when pressure on the pedal is removed. This brake may be a single band engaging a drum on the propeller shaft or a pair of bands operating on drums on the rear wheels—the same drum within which the emergency brake operates. The propeller shaft type gives greater braking power because of the leverage obtained through the gearing engagement of the rear axle, and being on a separate drum there is less likelihood of heating the drums on hills. It has the disadvantage of putting a severe strain upon the rear axle gears, with consequent wear.

The brakes should be kept in such a condition that either pair will stop the car quickly; it is very unwise to allow one set to remain out of order because you have one set you know is all right.

When two brake bands are used in a set each band should hold equally or it will allow one wheel to slip. To obtain this result, pedal and lever operate through equilising bars, with linkage running from pedal or lever to the middle of the equalising bar, and from each end of the bar to the bar brake. When the bar sets straight across the car the bands should set with equal force on the drums when braking.

Brake bands are lined with some non-burning friction material, usually an asbestos material, which is fastened to the steel bands by copper rivets sunk deep into the lining so that the heads do not come in contact with the drum. When the linings become worn and the rivets scrape on the drum they score it, leaving shallow grooves. In this condition there is not sufficient surface to give the lining a good grip and the brake slips. Scored drums must be removed and be turned true in a lathe to give a smooth surface for the best braking power.

It is also important that the lining be renewed when worn thin enough for the rivets to touch the drum. This should be done at the service station, if that is convenient, but linings of the proper dimensions for each car may be had at a supply station, and a little common sense will enable any one to make the replacements. Get the proper size rivets with the lining, and remember that the heads must be sunk deep in the lining.

The particular reason for alternating the brakes on long hills is that either applied solely will heat, and this will wear the lining excessively, because while it does not burn it, it does char and crumble. Alternating the brakes keeps down the temperature. A smoking brake is a sure sign that the other brake set should be used. As your car will perform a little different from any other in this regard you should study this feature to know what must be done to get best results.

On some cars oil will work from the differential case through the axle housing and onto the brake, causing the latter to slip. This is caused either by putting too much oil in the differential case or using too light an oil. If remedying these conditions does not end the trouble it may be necessary to put special felt washers in the axle housing to prevent the leakage. When the brake becomes oily in this way it is necessary to wash out the drum and band with gasoline very fully. This is one place on the car where lubrication is undesirable.

But every other place on the brakes and linkage where there is motion should be lubricated regularly and be kept clean. Follow the manufacturer's instructions as to this, as each car is slightly different. And when the wearing surfaces are worn so that there is appreciable play renewals are desirable. The clevises and pins are likely to wear fast, but they may be replaced for a few cents, and one cannot afford to neglect them, for if thin there might be a break instead of a brake at an emergent time.

To adjust the brakes jack up the rear wheels and set the emergency lever at the notch where it is just possible to turn one of the wheels by hand. Then turn the adjusting part on the other side until that wheel is held as firmly as the other. Then have the pedal pressed and adjust the bands the same as the other set. The adjusting member is usually a turnbuckle just in front of the band, which may be tightened or loosened as desired. In some cases there is no turn buckle and adjustment is made by removing the pin from the clevis, which turns on a thread to shorten or lengthen the adjustment.

If the pedal hits the floor board and does not give sufficient force to the brake take up the floor and adjust the linkage just back of the pedal by clevis or turnbuckle movement.

Keep the linkage clean and well oiled, keep the linings renewed and inspect these out of the way but important things occasionally and you will have brakes that brake. This is important in city driving, particularly where frequent and sudden stops are necessary in traffic.

PACKARD ESTABLISHES EXPORT HEADQUARTERS

Opens Office In New York To Keep In Touch With Foreign Distributors

The better to serve its interests in foreign distribution, the Packard Motor Car Company is opening an office in New York for that department of its business, with Fred Cradway, foreign distribution manager, in charge. Mr. Cardway will thus be able to maintain direct touch with the American agents of many of the firms that represent Packard in other lands.

Packard now has dealerships in nineteen foreign countries and in Hawaii, the Philippines and Porto Rico. South American firms of international reputation recently have been associated with Packard through dealership arrangements effected by Mr. Cardway in the course of an extensive tour which he made two years ago. Owners and other representatives of these firms have been visitors at the factory in Detroit during the last year.

An appreciation of the attitude of South American businessmen in particular toward America's present-day efforts to lay the basis of a large commerce with them is the theme of a letter just written by Jorge A. Mire, editor of La Nacion of Buenos Aires and outstanding figure in the development of Argentina's commercial relations.

"The future trade relations between the United States and the South American republics," Mr. Mire wrote, "depend entirely upon the skill with which the North American manufacturers go into the struggle for the trade. Your European competitors have a great advantage, first, in that their investments down there are large, and second, in that they have been accustomed to doing business with South American houses.

"The Packard Motor Car Company is one of the representative American concerns that has had the insight to foresee the tremendous development of the automobile business in South America, and it is due in a large measure to its careful analysis, not only of the competitive conditions, but also of the psychology of the South Americans, that the Packard already has made its name well known in the southern hemisphere.

"If other manufacturers will follow this lead, it will not be long before South American merchants will give as much precedence to American claims as they now accord to those of European houses, and the trade which has been won during the lull occasioned by the great war will continue to be awarded to those American manufacturers who have exercised comparable intelligence and care."

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Fabbrica Italian Automobili Torino ..... Fiat Cars

Arrangements were made some time ago for monthly deliveries of the above mentioned cars.

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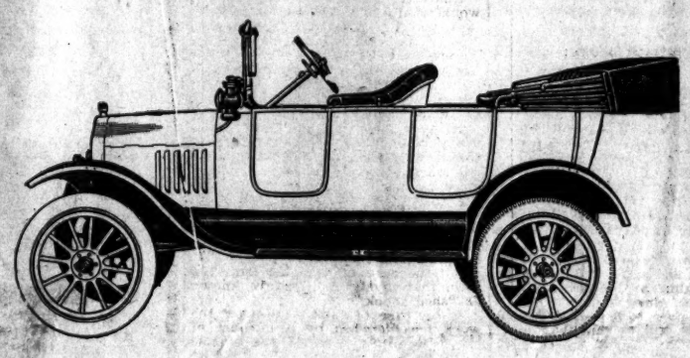

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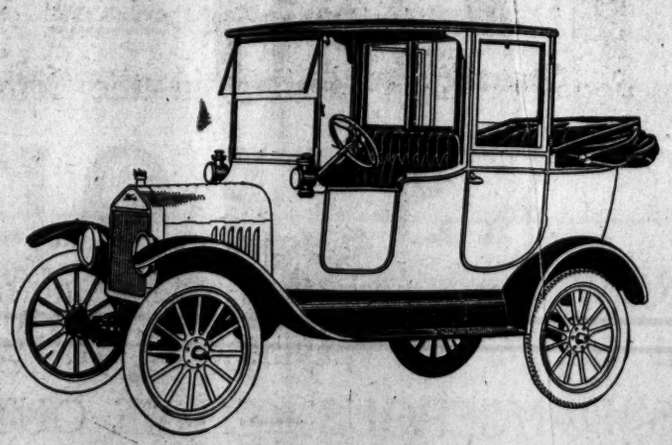

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Ford Ford

Philippines Stand High In Motor Car Census

Figures For 1918 Show 4,318 Machines Operating In Islands; 567 Trucks In Use

Automobile registration figures of the Philippine Islands for the year 1918 also present as interesting study to importers, wholesale dealers, purchasers and users of this popular vehicle in the Philippine today. For the period mentioned, the total registration shows 4,318 cars of 114 different makes and with an aggregate passenger capacity of 22,817 passengers, or approximately sufficient to furnish transportation for a division of troops.

The truck registration of the Philippine Islands for the years 1912 to 1918 by provinces presents some interesting phases to importers, wholesale and retail dealers, truck owners and users in the Islands, according to Acting Director Fidel A. Reyes of the Bureau of Commerce and Industry. For the year 1918, the number of trucks registered in the Islands was 567 with a tonnage capacity of 1,052 and a passenger capacity of 6,240.

In the year 1912, the total registration of trucks in the Philippines was 456. Of there number, Manila had 270, thus standing in the first place; Leyte stood second with 28; Albay third with 23; Laguna a close fourth with 21; and the Department of Mindanao and Sulu stood fifth in the registration of 18 cars. The others were scattered throughout the several different provinces of the Islands.

In 1916, the total truck registration numbered 341. Manila registered 196; Leyte 35; Laguna 20; Ambos Camarines 14; and Albay 10.

In 1917, a total of 352 trucks were registered in the Islands. They had a tonnage capacity of 1,137 and a passenger capacity of 1,236. Manila stood first, as in the preceding years, with 164 trucks, the total tonnage capacity of which was 395 and the total passenger capacity was 112. Leyte had 34 trucks with a total tonnage capacity of 146 and a passenger capacity of 170. Laguna stood third with 26 trucks, the tonnage capacity of which was 115, the passenger capacity not registered. Ambos Camarines had 22 trucks with a tonnage capacity of 9 and a passenger capacity of 670. Sorsogon was next with 15 trucks with a tonnage capacity of 62, but without indication of passenger capacity. Albay showed a registration of 13 trucks with a tonnage capacity of 29 and a passenger capacity of 150. The remaining trucks during the year were registered in twenty-two different provinces of the Islands.

In 1912, the total number of trucks registered in the Islands was 507 with a tonnage capacity of 1,052 and a passenger capacity of 6,345. Manila stood first with 209 trucks with a registered tonnage capacity of 758 and a passenger capacity of 320. Leyte, as usual, showed a registration of the trucks with a tonnage capacity of 530. Ambos Camarines stood third with 37 tracks, a tonnage capacity of 8 and a passenger capacity of 920. Albay stood fourth with 24 trucks, a tonnage capacity of 6 and a passenger capacity of 746. Cebu was fifth with 21 trucks, a tonnage capacity of 6, and a passenger capacity of 445. Pangasinan stood sixth with 18 trucks, without indication of a tonnage capacity but with a passenger capacity of 495. Laguna registered 16 trucks with a tonnage capacity of 53 and a passenger capacity of 370. The other trucks were registered in various provinces of the Islands.

Settling the question as to the "most popular car" in the Islands, the registration figures present some interesting information and undoubtedly afford considerable satisfaction to the representatives of the different makes sold in the Islands.

Considering the "most popular car" from the view point of passenger capacity, the registration figures show that the five-passenger car stands far in advance with a total of 2,153 cars of different makes. The seven-passenger car stands second with 1,171 registrations or slightly more than half the number of the five-passenger cars. Next in order, although considerably less numerically, stood the two-passenger cars with 459; the four-passenger cars with 181; the eight-passenger cars with 108; the three-passenger cars with 107; the six-passenger cars with a total of 94 registrations; the ten-passenger cars with 37 registrations; and the nine-passenger cars last with a total of 16 cars.

Classifying the automobiles registered by passenger capacities, the following figures are shown.

Passenger capacity	number of cars
2	459
3	107
4	181
5	2,155
6	84
7	1,171
8	108
9	16
10	37

Considering the 114 makes of cars represented in the 1918 registration of the Philippine Islands regardless of passenger capacities, the Ford stands first with 653 cars. In aggregate passenger capacity regardless of number of cars registered, this car stood second to the Dodge which had a lesser number, or 636 cars. The Ford also stands first among the four-passenger cars, second among the two, five, and eight-passenger cars, is tied with the Overland for fourth place among the three-passenger cars, and holds the fifth place among the ten-passenger cars.

The Dodge also showed its popularity by holding first place among the five-passenger cars—the most popular cars according to capacity—registered in the Islands, and stood second only to the Ford in the total number regardless of capacity. The Dodge also held fourth place among the eight-passenger cars.

Interesting details are also shown for other makes represented in the Islands. The White stood first among the two-passenger cars, the Scripps-Booth among the three-passenger cars, the Overland among the seven-passenger cars, the Hupmobile among the eight-passenger cars, the Studebaker among the nine-passenger and ten-passenger cars, stood first.

The total of all different cars, as regards makes, and passenger capacities together with the aggregate passenger capacities of all cars of different makes, were as follows:

Rank	Make	No. R'ted. (all capacities)	Pasger. capty. of all cars now R'ted.
1	Ford	653	3,294
2	Dodge	636	3,421
3	Buick	522	2,777
4	Hupmobile	309	2,761
5	Overland	442	2,474
6	Hudson	206	1,290
7	Maxwell	166	809
8	Studebaker	124	779
9	White	84	248
10	Braiser	67	381
11	Cadillac	63	430
12	Renault	62	361
13	Oakland	58	320
14	Saxon	54	182
15	Scripps-Booth	40	107
99	Other makes	—	—

A study of the registration of cars by passenger capacity shows some interesting figures. In 1918, in the Philippines there were 459 two-passenger cars registered. Of these, the White stood first with 62, the Ford second with 54, the Hupmobile third with 50, the Buick fourth with 36, the Saxon fifth 36, and the Overland sixth with 29. The remainder showed a great many other makes.

In the three-passenger cars the total registration was 107 cars. Scripps-Booth lead with 25 cars, Buick was second with 19, Studebaker third with 7, and the remainder was scattering.

Among the four-passenger cars, totaling 181 for the year, the Ford stood first with 55, the Hupmobile second with 30, the Overland third with 26, the Maxwell fourth with 11, the Hudson fifth with 9, and the Buick sixth with 5 cars; the remainder were scattered.

Five-passenger car registration in the Islands totaled 2,155. The Dodge stood first with 459, the Ford second with 414, the Buick third with 307, the Hupmobile fourth with 262, the Overland fifth with 190, the Maxwell sixth with 131, and the remainder was diversified.

The registration of six-passenger cars during the year totaled 94. The Ford stood first with 20, the Overland second with 12, the Buick third with 8, the Braiser and the Renault tying for fourth with six, the Hupmobile and the Boo tying for the fifth place with 5 each, and the remainder diversified.

The seven-passenger cars in the Islands totaled 1,171 during the year. The Overland lead with 166, the Dodge and the Hudson tying for second place with 140 each, the third was the Buick with 155, the Hupmobile fourth with 131, the Ford fifth with 83, the Studebaker sixth with 56, the Willys-Knight seventh with 38, the Cadilac eighth with 36, the Renault ninth with 24, the Braiser a close tenth with 23, the Boo eleventh with 15, and the remainder diversified.

The Hupmobile stood first with 26 among the eight-passenger cars, the total of which was 108 during the years. The Ford stood second with 20, the Overland third with 13, the Dodge and the Buick tying for fourth with 9 each, and the remainder diversified.

HERE'S WHAT TO DO WHEN YOUR WATER PUMP FAILS

Getting Home Without Injury To The Engine Is An Important Consideration

"Failure of the water pump places the driver in a serious predicament and one which takes considerable skill to pull out of," says William H. Stewart, Jr., President of the Stewart Automobile School. "The driver of an expensive machine finds it an awkward situation as he wants to get the care to a repair station in the shortest possible time and yet doesn't want to harm the engine. By observing the following hints the inexperienced person can take his car home as carefully as would a veteran driver.

"Of course he must first satisfy himself that the pump has failed. If the shaft is seen to be broken there can be no doubt. But if the shaft is turning and still the engine is overheating one must establish the fact beyond doubt that the pump has failed. Holding the back of the hand to the bottom of the radiator against the tubes is a good test. If the bottom is cold the pump is not working. When the pump is working normally it draws the cold water from the bottom of the radiator and the hot water comes down, making the bottom hot as well as the top. If the bottom is cold therefore it shows that the pump is not circulating the water. If this test is not well understood open the filling cap at top of radiator and look in. If the water is seen to be in motion the pump is moving it. If it is stationary the pump is not working.

"Having satisfied yourself that the pump has failed and that there is no way of repairing it, then it becomes necessary to get the car home with the least possible damage to the engine. The first requirement is to see that the radiator is filled with water to the top. We must establish thermo gravity circulation. All cooling systems are now designed along these lines, which simply means that the water enters the bottom of the water jackets and leaves at the top.

"The cold water from the radiator pushes the hot water out of the water jackets and back into the radiator where it becomes cooled and heavy and therefore able to continue the action. Most all the water pumps are now of centrifugal type which permits the water to circulate freely through even if the pump has stopped. The only requirement is to have the radiator completely filled so that a free circulation may be obtained. This is extremely important as the water will not circulate if its level falls below the return pipe at the top of the radiator.

"While operating the car, we must avoid all the causes of overheating which are under our control by reducing the number of explosions as much as possible. We must avoid running on low or intermediate gear as this turns the engine much faster than when using the high gear. We must avoid racing the engine, especially when throwing out the clutch, by the simple expedient of closing the throttle which is done by moving the throttle lever or taking the foot off the accelerator pedal. While driving on high gear we must keep the spark well advanced and the throttle partly closed, running slowly to avoid the production of too much heat. We must take advantage of each descent by shutting off the ignition and using the engine as a brake, the choice of gears depending on the weight of the car and the steepness of the descent. We use the low gear, if possible, as this spins the engine the greatest number of times, and in extreme cases of nesessity we make the mixture from the carburetor leaner as it then burns up more quickly. The cooling system must be in order and the fan belt tight.

"If the engine persists in overheating we must change the water occasionally or stop and let it cool. We must watch the radiator cap continually for signs of overheating."

New York Exports Show Big Decrease

Exports of merchandise through the port of New York for the year 1918 amounted to $2,541,331,416, a decrease from 1917 of $364,048,188, according to a statement issued tonight at the Custom House. Imports of merchandise amounted to $1,293,345,823, a decrease of $68,680,165.

Duties collected, including miscellaneous receipts, were $30,963,983 less than in 1917, the 1918 total being $108,303,802.

Exports of gold and silver fell from $152,517,387 for 1917 to $56,143,537 for 1918, a decrease of $96,373,850. Imports for 1918 were $26,309,883 as compared with $28,168,247 for 1917, a difference of $1,858,364.

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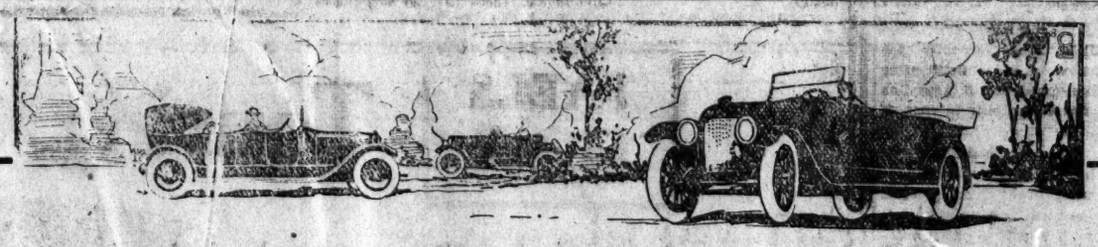

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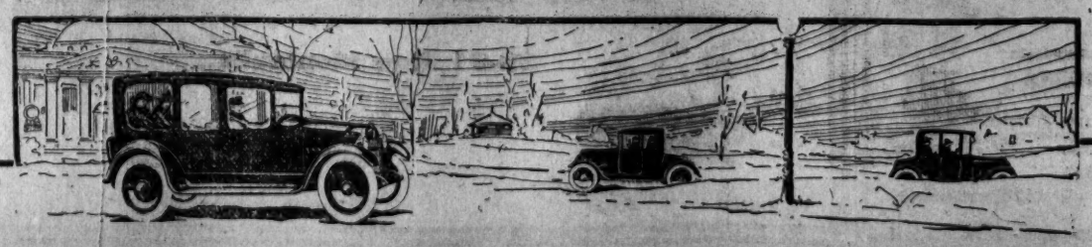


Battery Care Imperative During The Winter Months

Should Be At Greatest Efficiency To Give The Best Possible Spark

The consensus of opinion among the big battery makers is that motorists are only getting about two-thirds of the service out of their batteries than they could have if these vitally important devices received the care and attention that they need. In the aggregate this waste amounts to many millions of dollars taken out of motorists' pockets every year.

As a matter of fact the care needed by the battery in winter differs little from that of summer, except that the engine always functions sluggishly in cold weather, the gasoline is heavy and there must be the best possible spark all the time or combustion is faulty. And this added care demanded by the battery not only brings added efficiency, but it serves to extend the life of the battery, thereby adding money to the owner's bank account. In brief, the care needed by the battery may be summed up about as follows: It must be kept charged and the cells must be maintained to the proper level with distilled water. Not a very onerous task after all, especially when the immediate dividends returned are considered. But to insure continual maintenance of the battery it is necessary that these simple opeartions should be carried out systematically and at stated intervals. The trouble with most owners is that they fill the battery up today, skip a week or two and then wonder why the battery begins to show early signs of deterioration.

The storage battery that is universally used in automobile service today is commonly known as the "lead" type. This consists of a rubber jar in which a set of plates completely covered by a solution of sulphuric acid and water, of a specific gravity of 1.30 at 70 degrees F. The plates are of two varieties, positive and negative, named according to the direction of current flow through them. The current being generated in the battery leaves by the positive plates and returns to the battery through the negative plates. The positive plates are in the form of grids, filled with a composition of lead peroxide, while the negative plates are filled with a spongy composition of lead, varying in formula among the different manufacturers, each one guarding his own formula as a trade secret.

The average car owner probably does not realise that his storage battery works all the time. The operation that takes place in the battery consists of an electro-chemical reaction which is going on all the time. When the current is being used the action is intensified, but even when the battery is not being used the action is still going on. The operation within the battery takes the form of an action between the filling in the plates and the liquid solution or electrolyte, as it is commonly called. This is the reason why regular attention is so vitally necessary. Even if your battery has been lying idle for a month the chemical action has been going on inside it and the care needed must be given it or trouble follows.

The action between the electrolyte and the plates generates electric current, and in doing so creates a certain amount of heat. This tends to hasten evaporation of the fluid. As the liquid level drops and part of the plates are exposed to the air the heating is accelerated and soon the grids are warped, the separators fall out, the lead composition crumbles, short circuits take place and soon the battery is entirely ruined.

One of the by-products of the chemical action in the battery is a substance known as lead sulphate, which is deposited on the plates. This substance takes the form of a white salt, and as the deposit grows the electrolyte gets weaker. The fact is the acid in the solution has been driven out in the form of lead sulphate on the plates. It happens also that as the deposit of lead sulphate grows it is harder for the electrolyte to act on the plates. Thus the trouble from this source is cumulative. As the sulphate deposit grows the solution weakens, and also it becomes harder for the weakened solution to perform its function.

The proper care of the battery consists primarily of a weekly inspection and test with a hydrometer. This is an instrument in the form of a big syringe inside which is a graduated cylinder. It is used by drawing some battery fluid up into the body of the device, where the cylinder floats in it and indicates the specific gravity. If this latter falls far below 1.280, say to 1.200, the battery should be recharged without delay. When the gravity gets down to 1.15 or near that figures the battery is discharged, and if it is not attended to it will quickly be ruined. At the same time that the battery fluid is tested the cells should be brought up to the indicated level with distilled water. This may be purchased in a drug shop or may be made by melting snow, and first class garages generally have a supply on hand.

It will often be found that the specific gravity of the different cells of the battery differs a fraction of a point. This variation is natural and need cause no alarm. If one of the cells develops a phornic tendency to show a lower level of fluid than its fellows, it may be assumed that the jar is cracked and must be replaced. In cases where some of the battery solution has been spilled, the amount must be made up by fresh mixed solution, since both acid and water have been lost, but in replacing for evaporation only plain distilled water is all that is needed.

On modern cars provision is made for charging the battery as the car runs. When no generator is installed it is necessary to have the battery recharged from an outside source. It sometimes happens that the charging rate as proceeded in the system installed on the car is not quite right for the service that the owner demands of his car. Thus one owner may run a good deal at night and use his lights for lengthy periods, while running little by day. The result is that the battery is undercharged. On the other hand a second owner may seldom use his car at night and may not call on his starter often, with the result that the battery is overcharged. It is a simple matter after the car has been in ordinary service for a short time to get the charging rate just right for the use to which the vehicle is to be put.

When the lamps burn dimly in spite of the fact that the battery fluid is up to the proper level, it is a sign that the electrolyte is weak and the motor should be run idle for a few minutes. When the battery suddenly loses its pep in spite of having been recently charged, look and see if a couple of cells have not "died" from some cause —neglect perhaps. If the battery discharges with undue rapidity, the logical assumption is a drain from the outside, a short. When lights break repeatedly it probably means that the battery is badly mounted and the jars of travel are causing the breakage.

With just a little not difficult care we can all of us make our batteries last longer and give better service while they are with us. Surely it is worth doing.

Removable Cylinder Heads Make Valve Grinding Easy

Removable cylinder heads on automobile engines are almost as old as the motor itself, but the design was not popular for a long time, owing to difficulties with packing materials used for the gasket, says a writer in Motor. It was not until the invention of the copper-asbestos gasket, which overcame these difficulties, that the detachable cylinder head became practical for general use. It was first used extensively in the Ford motor, but is now employed in about sixty percent of the motors made and seems to be gaining in favor.

The advantages of having the cylinder head detachable are manifest not only in the completed motor but in its manufacture as well. For one thing, the cylinder head may be machined all over inside so as to give a smooth combustion chamber free from small lumps and projections which would collect carbon and thus cause preignition.

The greatest advantages of this construction are evident, however, after the motor is in use. All motors collect carbon in the combustion chambers which sooner or later must be removed, as it reduces power and increases fuel consumption. The valves also need grinding once or twice each season. In many designs of motors, these things can be done without removing the cylinders from the crank case, but the detachable head construction makes both carbon removal and valve grinding easy and thorough. By simply breaking a few connections and removing the nuts that hold the head plate, the whole combustion space is open to view so that it may be inspected and thoroughly cleaned.

With the head plate off, all the valves are exposed ready for grinding and if valve-in-the-head construction is used, the whole plate may be placed on the bench and the valves ground much more easily than when having to lean over the motor to do it. While the head is removed, the interior of each cylinder may be examined as to its condition and any scoring may be discovered without having to remove the cylinder which is necessary in any other design.

The one principal objection found to a detachable cylinder head is the possibility of a leak past the gasket. This causes a loss of compression and may allow water to leak from the cooling jackets into the cylinder causing other troubles. To obviate this danger the cylinder head should be very carefully removed when taking it off and the gasket preserved and kept flat. Before replacing the gasket, all particles of dirt must be removed from it and from the surfaces between which it is placed. By being particular about these points and then tightening the retaining nuts uniformly all around, there ought to be no trouble from this source. Of course the gaskets cannot be used repeatedly, as the asbestos becomes compressed so much that there is no yield to it and its purpose is defeated. Gaskets are not expensive and it is false economy to try to use one many times.

Another objection to detachable cylinder heads exists in some motors, although this is simply a matter of individual design. This objection lies in the fact that too many parts have to be removed before it is possible to take off the cylinder head plate, which makes a great deal of work that might be avoided.

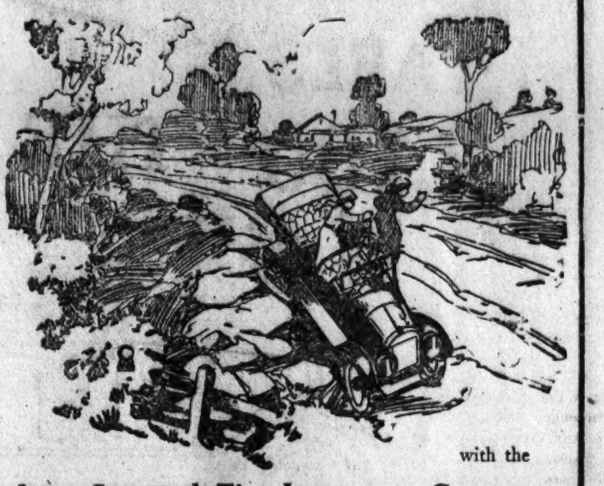
In my experience with this type of construction, the principal difficulties encountered have been due to the improper replacement of the gasket. This has resulted in loss of compression, leakage of cooling water into the cylinder, leakage of oil from the cylinder into the water jackets, and also leakage of oil out around the retaining stud bolts. However, all the troubles were due to the some cause and were cured either by putting the old gasket on properly, that is without dirt under it, or by using a new gasket. It was found best to use a gasket not more than two or three times at the most.

The detachable cylinder head to my mind is by far the best construction yet devised and like all other things, if handled properly and with a little intelligence, there are no objections to it worth mentioning.

Ignition Circuits Open And Closed

The battery ignition systems in present use may be divided into two classes; those which operate upon the open circuit principle and those which operate on a closed circuit. In the former, the make-and-break device (timer) closes the electric circuit from the battery through the induction coil a brief instant before a spark is required and breaks the circuit at the instant a spark is to pass. In the latter method, the circuit is closed and current is flowing all the time except at the instant the spark is to pass, when the interrupter breaks the circuit. In order that a powerful spark shall be produced, current must flow long enough through the induction coil thoroughly to charge it magnetically and, with very high speed, multicylinder motors, sparks are required in such close succession that it is difficult to design a mechanism of the open circuit type, which will adequately charge its coil under extreme conditions. If the coil is not fully charged when the spark is required, ignition becomes less powerful and well timed as engine speed increases. In order to insure the full charging of the coil at the sparking instant a number of manufacturers have adopted the closed circuit system, in which the current is allowed to flow through the coil at all times except at the instants when sparks are required. An open circuit system can be so devised that the ignition current never can be left flowing, when the engine is stopped, no matter if the ignition switch is left "on" and, with any system, it is improbable that the current will be left flowing when the engine is not running. With the closed circuit system, on the contrary, it is almost certain that, if the engine stops and the switch is on, current will be flowing. Leaving the ignition switched on when the engine is not running, will ultimately drain the storage battery of current, when closed circuit ignition is employed, unless an automatic circuit breaker is employed and furthermore, the induction coil may be injured by heat. If its battery has been exhausted in this manner a car cannot be started. Switches which automatically open the circuit are in use and a buzzer, operated by the ignition current, to give the operator audible warning of wasting current is sometimes employed. By the exercise of reasonable care, on the operator's part, in preventing the accidental or mischievous closing of the ignition switch, run down batteries should be readily avoidable.

Insure Your Motor-Car



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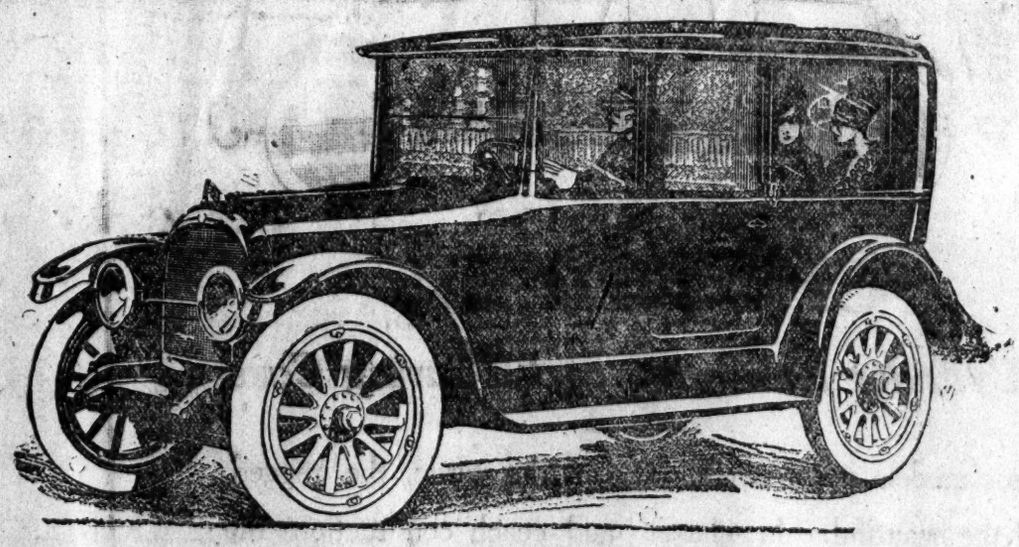

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The quietest engine ever designed

and the only engine that actually improves with use. The bodies of these cars, of the best materials, are built, upholstered and finished by specialists with broad experience in fine car artistry.

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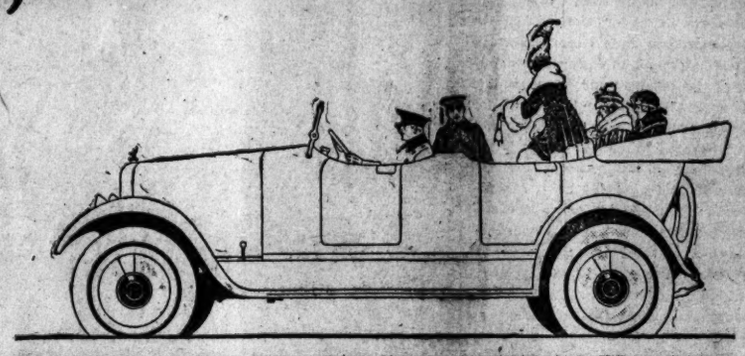

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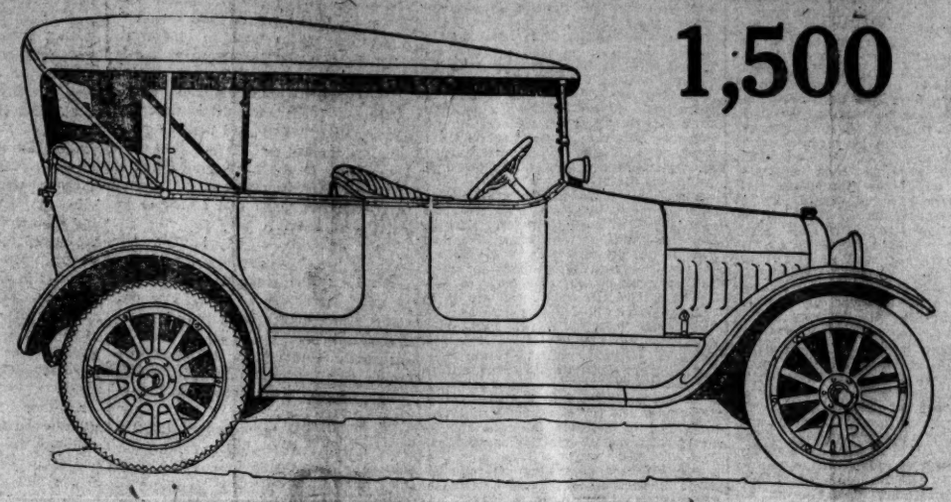

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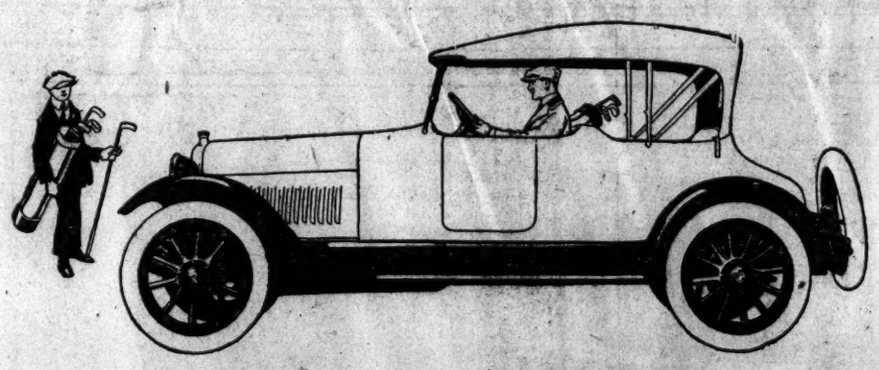
Two more cars you ought to see



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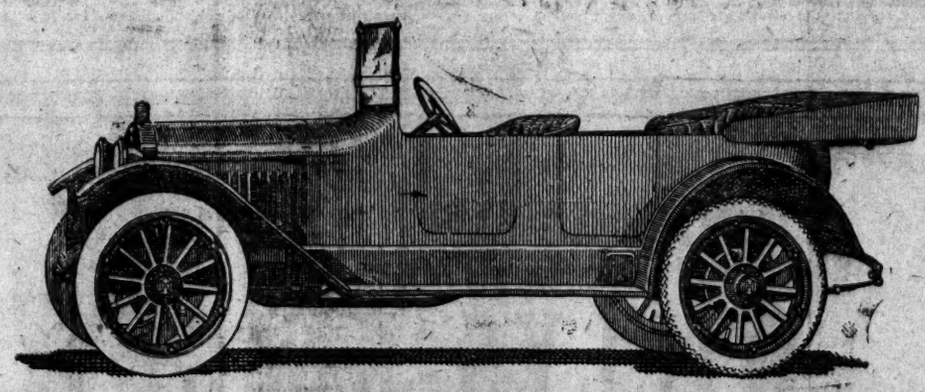

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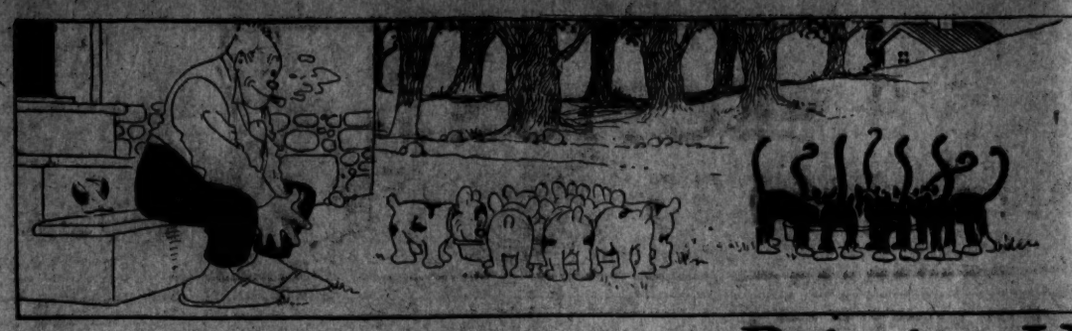


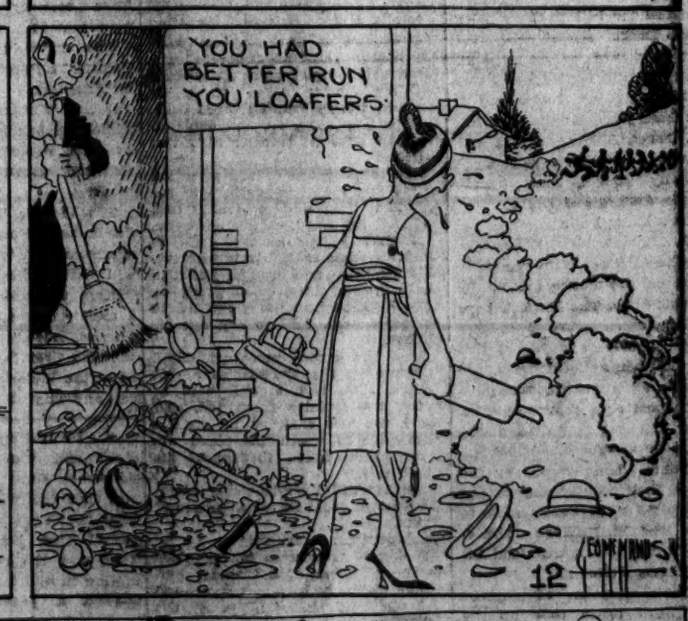
Sporting and Comic Picture Section

Sunday, February 16th, 1919

Bringing Up Father

I WANT YOU TO MAIL THESE INVITATIONS- I'M GIVING A DINNER ON MONDAY AT SEVEN-
DON'T FORGIT TO GIVE ME STAMP MONEY-
I EXPECT THIS TO BE THE SOCIAL EVENT OF THE SEASON-
1

IS THIS YOU - MRS. DE PEYSTER - YOU SAY YOU DIDN'T RECEIVE ANY INVITATION? I CAN'T UNDERSTAND IT!!
THERE'S A GENT AT THE DOOR TO SEE YOU MUM-
9



SHANGHAI, SUNDAY, FEBRUARY 16, 1919

SOCONY DEFEATS CLUB TEAM AGAIN

By Same Score As In Opening Match Of League Season, 2-1

ST. XAVIER'S TEAMS WIN

Beat Police And Willows; Jewish Club Protests Recreation Club Game

The match between the Socony and the Shanghai Football Club was played on the S.F.C. ground yesterday afternoon and Socony repeated its performance of the opening season match by winning the game two goals to one. It cannot be denied that the Football Club were unfortunate to lose for they were clearly the better side for three-fourths of the game and Sequeira, in goal for Socony, must have handled quite three times as many shots as Bertes had to handle. Sequeira was indeed a great goalie yesterday afternoon and his saves from two grand drives from Clifford and one full blooded drive from Drake were the features of the afternoon's play.

If the Football Club had made better use of their opportunities they would have surely won. Twice in the second half Brodie had an open goal in front of him and in the first half Drake missed his footing before an untenanted goal after Clifford had crashed the ball against the upright.

The Football Club had Forshaw, Johns and Isherwood away, bringing in McMeekin, Goldman and Mansfield. McMeekin dislocated his right thumb just two minutes before the interval and for the remainder of the game the Football Club played only ten men.

The first half was blank with the Football Club having a shade better of the play. Both Drake and Clifford deserved to score and Brodie made one fine shot which Sequeira saved in splendid style. Pettersen missed an open goal for Socony and once Mears shot yards wide when he only had Bertes to beat. The feature of the play of this half was the work of young C. Sofoulis on the right wing.

Twenty minutes from the restart Socony took the lead when Bertes made a weak clearance and the ball came back to Sofoulis who had no difficulty in placing the ball into the net. Just before this Elliot handled in the penalty area and Mr. Fulton awarded a free kick from which Drake shot over the bar. This decision aroused some sharp criticism among spectators.

After Socony's first goal the Football Club should have scored twice when both Drake and Brodie failed to score from the centers by Leslie and Clifford but Socony came away again and Mears scored a good goal from a pass from Sofoulis. After this the home eleven did not slacken their efforts and they really had hard lines in not scoring eventually. Oliveros was alleged to have handled the ball in the penalty area and Drake scored from the resultant kick. This proved to be all the scoring and the final whistle blew with the result as above stated. Socony's best players were Sequeira, Oliveros, Elliot, Maher, Sofoulis and Ozorio, while the S.F.C. were best represented by Tonkin, Ross, Mansfield, Leslie, Clifford and Drake.

St. Xavier's Beats Police

The St. Xavier's First Eleven defeated the Police team yesterday afternoon on the Police ground by four goals to one. The Xavier's boys started on the offensive soon after the first whistle and before five minutes had elapsed, Gutierrez, the inside right, sent in a shot that gave the police goalie no chance to save. In a few minutes they had added two more by an unceasing attack.

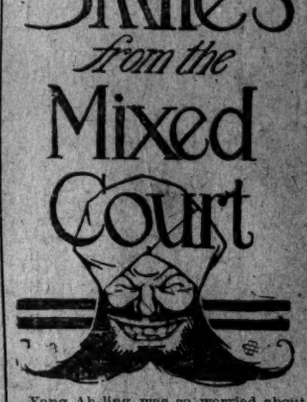
The Police, handicapped by the absence of their regular players, put up a brave fight but were unable to penetrate the St. Xavier's defense. At half time the score stood St. Xavier's three, Police nil.

On the resumption of play the Xavier's boys again took up the attack but the defense worked very hard and time after time saved the situation. It was half an hour before A. Gutierrez put in the last goal for his side by a capital shot.

The Police then showed that they were not the kind to stop fighting

(Continued on Page 3)

Smiles from the Mixed Court



Yang Ah-ling was so worried about having left his solid gold ring lying on the bureau at home when he came to work that he confided his agitation to Tsang Ah-kung, a fellow worker, thereby providing subsequent substantiation for his fears.

Shortly after lending a sympathetic ear to Yang, Tsang developed a violent illness and sought excuse from work, appearing no more that day.

In the evening the route between Yang's place of employ and his domicile was traversed by a flickering flash, accompanied by a whizzing sound, in the wake of which traffic policemen craned their necks vainly to see what was shooting by. Galloping into his room Yang made for the spot where he had left his jewelry. It was gone.

Wandering out into the corridor in a daze of grief, the despoiled one bumped into Lai Au-ng, who lodged in the room adjoining. Lai was looking dazed and unhappy too. It transpired that he was trying to get on the trail of two pairs of boots which had mysteriously disappeared from his room.

As the two lamented together Yang was suddenly taken with an attack of deductive reasoning. He rushed out and gave Tsang's address to a policeman. A short time later the policeman found Tsang, the ring and the boots assembled in a pawnshop.

Being under 20 Tsang was not assigned to a cell but was matriculated for a year's course in general moral ethics at the reformatory.

The Sherlockian Watchman

The Indian watchman at the Gas Works had a hunch a few evenings ago which panned out. He had been suspicious of Zau Ah-nyi and Man Ah-mai, a pair of workers in the plant, for some time but proofs of any ill doing consistently failed to materialise. This time he delivered the customary order for them to stand and be searched as they left the works in the evening and they smiled the customary deprecatory smile and waited in resigned fashion for the inspection. But on this occasion the watchman deviated from custom.

Waiving the examination of the costumes of Zau and Man he relieved them of their rice pails. These were many-storied affairs, of a size which was mute testimony to the admirable digestive capacities of their owners, but in the ordinary course of things one would have expected them to swing light in the hands of these owners at this time of day. Instead of that they pulled heavily in the grip of the watchman and Zau and Man began to look concerned. The watchman pried open a couple of the partitions separating the courses in the suspects' midday menu. What he discovered was not a well scraped, yawning vacancy but a capacity cargo of highly inedible, freshly manufactured coke.

Both Zau and Man had explanations to offer when their case was called.

Zau recalled the court's attention to the fact that the previous morning had been a damp, rainy one, and, having forgotten his umbrella, said that he got all wet going to work. Seeing that this uncomfortable condition was brought about in the course of duty, or of going on duty, he thought he was entitled to borrow enough fuel to dry out his clothes.

Man had a plea more calculated to work on the sympathies of his judges. He had a sick wife at home, he tearfully submitted, and the house was cold, so he stole a little coke to warm the place up. Investigation failed to support his tragic tale.

Neither will have to worry about the heating problem for a couple of weeks.

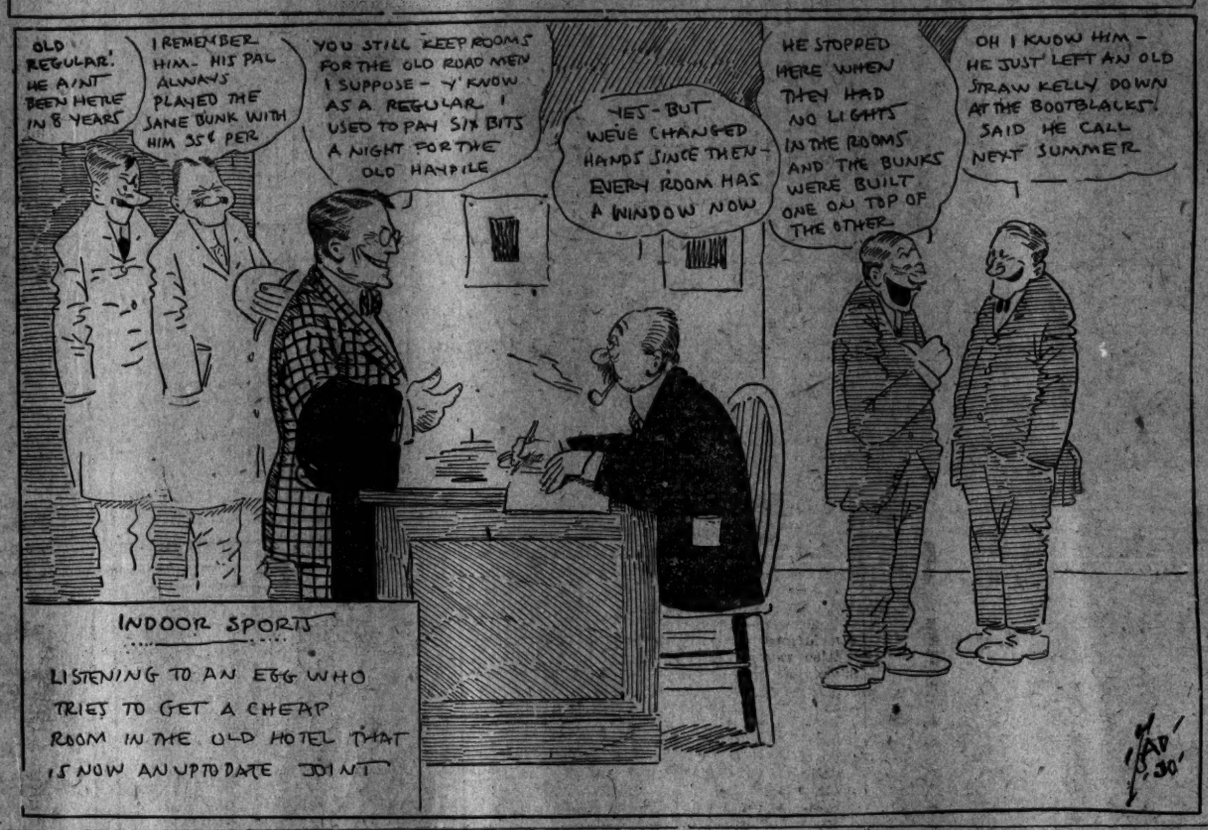
An Acquaintance Returns

Seeing a disturbance taking place on the platform of a tramcar and a man suddenly leap to the ground and plunge down an alleyway, the policeman on the corner gave chase, capturing Sung Ling-foh, who clutched a watch and chain in one hand. He recognised Sung as one who had been recently exiled from the International Settlement as a measure toward safeguarding the timepieces and wallets of the citizenry.

Sung was passionate in his declarations that the watch was his own. He had an important engagement and was in a hurry—the policeman corroborated the hurry—and that was why he happened to have the watch in his hand. He admitted that he was a deportee. That was the reason of the commotion in the tramcar, for he had spotted a passenger thereon who happened to be a detective's second acquainted with himself. Sung confessed that this also might have had something to do with his haste.

No owner was found for the watch but general principles appeared to warrant two months' jailing for Sung and another deportation thereafter.

INDOOR SPORTS By Tad


OLD REGULAR. HE AIN'T BEEN HERE IN 8 YEARS
I REMEMBER HIM- HIS PAL ALWAYS PLAYED THE SAME BUNK WITH HIM 35¢ PER
YOU STILL KEEP ROOMS FOR THE OLD ROAD MEN I SUPPOSE - Y'KNOW AS A REGULAR. I USED TO PAY $1.75 BITS A NIGHT FOR THE OLD HAYPILE
YES - BUT WE'VE CHANGED HANDS SINCE THEN - EVERY ROOM HAS A WINDOW NOW
HE STOPPED HERE WHEN THEY HAD NO LIGHTS IN THE ROOMS AND THE BUNKS WERE BUILT ONE ON TOP OF THE OTHER
OH I KNOW HIM - HE JUST LEFT AN OLD STRAW KELLY DOWN AT THE BOOTBLACKS. SAID HE CALL NEXT SUMMER.
INDOOR SPORTS
LISTENING TO AN EGG WHO TRIES TO GET A CHEAP ROOM IN THE OLD HOTEL THAT IS NOW AN UP TO DATE JOINT
TAD '30

At The Theaters

Pictures of the opium burning at Pootung will be screened at the Apollo Theater beginning tomorrow night along with the final episode of "The House of Hate," a two-reel Fox comedy film, "Brainstorm," and an American war pictorial.

The 18th and 19th episodes of "The House of Hate" will head the bill for this afternoon and a five-part Pathe play, "The Mysterious Client" with Irene Castle, is on tonight's program.

Another Fox film is carded for the last of the week when Bertha Kalich features in "Ambition."

Charlie Chaplin will be back in Shanghai Monday, February 24. By special arrangement with the National Exhibitors Circuit and the Pathe Photo-Cinema Chine, the Apollo management has secured exclusive rights for "Shoulder Arms," Chaplin's latest film. The picture is in three reels and promises plenty of laughs.

Fredony and his company will give their last two performances at the Isis Theater this afternoon and tonight. The fifth and sixth episodes of "The Mystery Ship" will feature the picture program. Beginning tomorrow, the first four episodes of "The House of Hate" are announced for the Isis.

Mary Pickford will be seen at the Olympic Theater Friday in "Cinderella," one of the new Paramount films recently received by the management.

The Olympic will screen "Big Timber," a Paramount with Kathlyn Williams and Wallace Reid, on Tuesday, Wednesday and Thursday, while tonight and tomorrow night a five-part comedy, "The Marcellini Millions," with George Beban, is the offering.

The Victoria Theater will feature Paramount films this week. This afternoon and tonight "Big Timber" will head the bill and beginning Friday, the management announces a society drama, "The Happiness of Three Women." The second episode of "The Grey Lady" will be screened at the Victoria Tuesday, Wednesday and Thursday.

Training School Five Tied For Second Place In League

The Training School and Rowing Club teams are tied for second place in the Shanghai Amateur Basketball League standing. By handily defeating the American School quintet at the Young Men's Christian Association gymnasium last night by a score of 52-23, the Training School five moved up the peg. Both teams are but half a game behind the leading Blues.

The Training School played great basketball before the big crowd, passing well, exhibiting pretty far team work and shooting well enough to roll up 52 points. Hoh and Dung were the heavy scorers for the winners with Hsu and Tsui contributing points.

Simon and J. McGinnis played well for the American School.

The score:

Shanghai American School 23		Training School 52
F. Simon	lf	Haskell
Campbell	rf	Tsui, Hsu
Garritt	c	Dung
J. McGinnis	lg	Hoh
D. McGinnis	rg	Koo
		Wang

Goals from floor: Hoh, 11; Simon, 4; Tsui, 2; Campbell, 2; Hsu, 5; J. McGinnis, 4; Dung, 7; D. McGinnis. Goals from fouls: Dung, 2; Garrett. Time—two 20-minute periods. Referee—R. Hugh. Umpire—Geldart. Timer—Chu. Scorer—Lin.

This Week's Games

Four games are scheduled this week but the standing will not be altered unless the Reds pull a surprise Thursday night and defeat the leading Blues. The Blues look to be the sweetest aggregation of the circuit and the two wins from the Rowing Club on the latter's floor makes the Blues loom up as pennant possibilities. The Blues have but one more game to play against the Rowing Club.

The leaders have two games this week, one against the American School which they should take easily, and the other against the Reds. If Swenson and Swan are in the game, the Reds have a chance.

The Rowing Club lays off this week and the Training School should be in second place tomorrow night after beating the Navy. The sailors will have two new players from the Wilmington.

Plans For Final Game

The men in charge of the circuit have been urged to stage the final game of the league series in the Town Hall if the floor can be secured. With interest in the game increasing with every game, it would be a fitting windup for the new league to play the last game of the year in the Municipal Auditorium with a band in attendance and possibly a dance following. A nominal admission fee could cover any expenses and the venture, if handled right, would make a great annual affair.

Just For The Records

An incorrect summary of the game between the Navy and Blues was sent to the papers and in order to set the averages right the following correct summary is printed.

Goals from floor—Nichols, 6; Hening, 5; Glauque, 8; Morris, 6; Pearson. Goals from fouls—Nichols, 8; Glauque, 2; Morris, 3. The score was 48-17, with the Blues holding the 48.

An All-League Team

Prior to the close of the season, each captain will be asked to select an all-Shanghai team. Fans will also be asked to send in their selections and a team will also be chosen by The China Press.

STANDING OF THE TEAMS

	W	L	PC
Y.M.C.A. Blues	6	2	.750
Rowing Club	5	2	.714
Training School	5	2	.714
American School	2	4	.333
Y.M.C.A. Reds	1	4	.200
U.S. Navy	1	6	.143

Games This Week

Tomorrow Afternoon at Rowing Club.
Navy vs. Training School.
American School vs. Blues.
Thursday night at Y.M.C.A.
Reds vs. Blues.
Saturday night at Y.M.C.A.
Reds vs. American School.

PLANS COMPLETE FOR WASHINGTON BALL

Expect Over 1,000 To Attend Elaborate Function Of American Co., S.V.C.

All the tickets for the Washington's Birthday Ball, to be given next Saturday evening by the American Company, S.V.C. are expected to be out by tomorrow night and indications are that there will be well over 1,000 in attendance at the affair, though the original intention was to limit the number to that figure.

Preparations for the ball are practically complete. The decorations promise to be of a highly artistic nature and the refreshment committee is busily at work making the final arrangements for the supper and incidental refreshments.

The Washington's Ball, always one of the season's most elaborate functions, has not been held since 1914 owing to the war, but this year, from all evidences will be bigger and more elaborate than ever.

Shanghai Harriers' Club

C. Rose Wins Handicap

A fine field turned out for the Harriers' 5-mile road handicap, run in the Bubbling Well district yesterday, and, with the weather clerk assisting, a fine afternoon's sport was enjoyed.

Seventeen runners went away from the starting point, Jessfield Hotel, including several youngsters who were out for the first time and figured among the first batch home. F. A. Strandvig cut out a very hot pace from the start but at the halfway mark had to slow down and C. Rose and M. Moosa took up the battle for the lead. Rose sprung a surprise and came in handily after a game run. C. C. Reneman, the scratch man, made the fastest time for the course, finishing in 72 minutes. B. Lawrie Smith beat Moosa for second place in the run home, showing capital form.

The first dozen men to finish were C. Rose, B. Lawrie Smith, M. Moosa, G. Rose, C. C. Reneman, J. J. Ellis, T. McKenna, F. A. Strandvig, C. Sokya, M. J. Ching, K. Petersen and E. Clough. S. Cassin and others well up in the early stages of the run, dropped off toward the close.

In the team competition McKenna's team beat Clough's by a margin of 27 points. H. D. Rodger acted as referee, W. C. Woodfield and J. Smeedan as judges, P. S. Hyndman as clerk of the course and J. A. S. Alves as starter and timekeeper.

Three teams have entered for the Defense Forces run of next Saturday and an interesting and spirited contest is looked for, it being anticipated that further organisations will bring their teams in this week. Besides the team cup individual prizes will be awarded the first three runners home.

Today's Concert

The following musical program will be played at the Town Hall at 4:30 o'clock this afternoon:

1. Overture—The Najades .....Bennet.
2. Trio for Piano, Violin and 'Cello
   A la memoire d'un grand Artist ..... Rachmaninoff.
   (a) Moderato.
   (b) Tema con variazioni.
Var. 1 Andante.
" 2 Lento.
" 3 Allegro scherzando.
" 4 L'istesso tempo.
" 5 Allegro Vivace
" 6 Andante.
" 7 Moderato.
   (c) Finale—Allegro resoluto.
   (*The Moscow Trio*)
3. Farandole ..... Bizet.
4. Slavonic Rhapsody ..... Dvorak.
   ('Cello Solo: Mr. C. Bakalcinikoff)
5. Selection—La Navarraise. Massenet.

A. de Kayoe,
Conductor-in-Charge.

MORRISS PONIES ARE BIG WINNERS

Take Both Steeplechase Events At Kiangwan Off-Day Program

BIG FIELDS IN FOUR RACES

Mr. C. R. Burkill Twice Winner; Mr. Siffert Finishes Second In Fourth Race

After the depressing weather conditions under which the first three days' races of the Kiangwan Chinese New Year Meeting were held, bright and warm weather favored the Off Day program of the International Recreation Club at Kiangwan Race Course yesterday afternoon. A large crowd took advantage of the fine weather and turned out on the race course at an early hour, betting being brisk during the afternoon and the cash sweep prizes being much larger than on the first three days.

Mr. Henry Morriss' stable, after winning the Kiangwan Derby and Champions, yesterday afternoon added to its laurels by carrying off the two steeplechase events. The Kiangwan Trial Steeplechase Cup, which was the sixth event on the card of the first day's meeting and was postponed owing to the adverse weather conditions, was run off yesterday as the opening event of the afternoon. Catisfield, the winner of the Kiangwan Derby and Champions, was the first favorite, with Petersfield supported next, but the latter, with its owner up, snatched victory by the narrow margin of a length and a half, from its stable companion, ridden by Mr. Heard. Many lengths dividing the second and third ponies.

Leofield Wins Easily

In the second steeplechase event of the day, the International Recreation Club Steeplechase Cup, nine contestants tried conclusions and Mr. Morriss' stable was again successful, Leofield, with Mr. Burkill up, winning easily by four lengths from Springig, Mr. C. C. Boyd's mount, which, it will be remembered, had the distinction of recently winning two steeplechase events at Shanghai and Kiangwan.

The biggest fields of the day were brought out in the sixth, third, fifth and eighth races, the number of mounts in these being sixteen, fifteen and fourteen respectively. The smallest field of the afternoon was in the opening steeplechase event, only five mounts facing the starter.

Mr. C. R. Burkill headed the list of successful jockeys with two wins, while Messrs. H. E. Morriss, A. J. P. Heard, H. F. Hu, W. Hill, W. G. Crokam and John Johnstone had a win each. Mr. D. Siffert, the Belgian Consul-General who recently won a paper hunt, gamely challenged Mr. Crokam on Illumination in the fifth race for the Moderate Plate, but could not dislodge the former from premier place, being beaten by two lengths. The winner in this event paid to his supporters the biggest dividend of the day, $89. The next best dividend came out in the concluding event of the day, the Mafoos' Race, $50 being returned by South Star, which just managed to snatch victory from September Morn by the narrow margin of three-quarters of a length.

Detailed results follow:

1.—**The Kiangwan Trial Steeplechase Cup.**—A steeplechase for griffins that have never started in a steeplechase up to the time of closing. Weight 155 lbs. The cup to be won twice consecutively or three times in all by the same owner before becoming his property. Winner to receive $700. 2nd pony $200. 3rd pony $100, until the cup is won outright when the winner shall receive $100, and balance of the stakes be divided between the owners of the ponies placed second and third in the proportion of 75 percent and 25 percent. Two miles.

	lbs.
Mr. Henry Morriss' brown Petersfield, (Mr. H. E. Morriss)	155—1
Mr. Henry Morriss' chestnut Catisfield, (Mr. Heard)	157—2
Mr. C. R. Burkill's grey Chop Dollar, (Mr. Burkill)	155—3

Also ran: Plain John, (Mr. J.

Johnstone) and The Shadow Bird, (Mr. Brun).

Won by one length and a half; many lengths. Time—4:54.

Pari-mutuel—for win, $12.40; for place, $7.30; $7.70.

Cash sweep—first, 220; second, 110; third, 73; unplaced—16 and 185.

2.—The Sub-Griffins Handicap.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have started at this official meeting and not won. Weight for inches as per scale. Jockeys who have not won a race at this official meeting, allowed 5 lbs. Unplaced ponies, allowed 5 lbs. and unplaced Sub-Griffins, allowed 10 lbs. Seven furlongs.

	lbs.
Mr. Cloud's grey Sideway, (Mr. H. F. Hu)	147—1
Messrs. Toeg and Speelman's dun Sir Lamerock, (Mr. Heard)	153—2
Mr. Tah Yuen's chestnut South Star, (Mr. J. Liou)	155—3

Also ran: Amagi, (Mr. S. Nagai), Nativeland, (Mr. C. R. Burkill), Revenge, (Mr. Springfield), The Kangani, (Mr. T. U. Yih), Silver Star, late Glenwood, (Mr. S. Braad-Sorensen), Possum, (Mr. W. Hill), Jomsborg, (Mr. Crokam) and Ladis, (Mr. W. A. Brun).

Won by a length and a half; short head. Time—2:02 3-5.

Pari-mutuel—for win, $43.30; for place, $14.10; $8.90; $12.60.

Cash sweep—first, 601; second, 39; third, 421; unplaced—271, 18, 113, 7, 379, 258, 399 and 492.

4.—The Nursery Handicap.—Value $300. 2nd pony $100. 3rd pony $50. For griffins that have started at this official meeting. Weights will be published on morning of the Race. One and a quarter miles.

	lbs.
Mr. Tucksong's grey Guiding Star, (Mr. W. Hill)	152—1
Mr. John Johnstone's brown Hallowe'en, (Mr. Johnstone)	155—2
Mr. Meguro's black Kirishima, (Mr. J. Liou)	143—3

Also ran: Wellington, (Mr. H. F. Hu), Le Rhin, (Mr. Siffert), Hongkist, (Mr. Nagai), Happyland, (Mr. C. R. Burkill) New Star, (Mr. W. A. Brun), Persimmon, (Mr. Springfield), Justification, (Mr. Crokam), Berwick, (Mr. J. E. Cameron), Roseway, (Mr. Heard), King of Clubs, (Mr. S. P. Ma), Sans Souci, (Mr. C. T. Chu) and Ralph de Palma, (Mr. T. U. Yih).

Won by four lengths; three lengths. Time—2:58 4-5.

Pari-mutuel—for win, $12.90; for place, $6.40; $7.70; $9.90.

Cash sweep—first, 484; second, 645; third, 790; unplaced—568, 266, 294, 54, 461, 597, 278, 372, 635, 164, 748 and 342.

5.—The International Recreation Club Steeplechase Cup.—Value $1,000. For all China ponies. Weight for inches as per scale. Non-winners of a steeplechase, allowed 7 lbs. The Cup to be won twice in succession or 3 times in all by the same owner or owners before becoming his property. Winner to receive $600. 2nd pony $300. 3rd pony $100, until the Cup is won outright when the winner shall receive $300. 2nd pony $600. 3rd pony $400. The Cup to be run yearly at the China New Year Meeting. Two and a half miles.

	lbs.
Mr. Henry Morriss' brown Leofield, (Mr. C. R. Burkill)	158—1
Mr. C. C. Boyd's cream Springle, (Mr. Boyd)	161—2
Mr. Jedfert's grey L'Aisne, (Mr. Springfield)	156—3

Also ran: Hornite, (Mr. E. S. B. Rowe), Ashfield, (Mr. H. E. Morriss), Sans Peur, (Mr. Schoch), Black Jester, (Mr. W. A. Brun), Fighting Frisco, late Fresco, (Mr. J. A. Hayes) and Wynona, (Mr. R. F. C. Master).

Won by four lengths; three lengths. Time—6:15 4-5.

Pari-mutuel—for win, $15.10; for place, $7.50; $8.60; $23.40.

Cash sweep—first, 698; second, 708; third, 310; unplaced—820, 355, 559, 70, 392 and 145.

6.—The Moderate Plate.—Value $300. 2nd pony $100. 3rd pony $50. For all Griffins and Sub-Griffins that have run and not won a race at this official meeting. Weight for inches as per scale. Winners on Off Day excluded. Griffins that have not been placed at this Official Meeting, allowed 5 lbs. Sub-Griffins, allowed 10 lbs. 9 Furlongs.

	lbs.
Mr. Perchang's chestnut Illumination, (Mr. Crokam)	156—1
Mr. Jedfert's piebald Le Rhin, (Mr. Siffert)	152—2
Mr. Tucksong's grey Rising Star, (Mr. W. Hill)	158—3

Also ran: Haruna, (Mr. Nagai), Sporty, (Mr. C. T. Chu), Motorist, (Mr. J. Liou), Hop-Scotch, (Mr. J. Johnstone), Tuborg, (Mr. S. Braad-Sorensen), Eastern Star, (Mr. E. Schoch), The Prelate, (Mr. Springfield), Goletta, (Mr. T. U. Yih), Woodland, (Mr. H. F. Hu), Santiago, (Mr. Heard) and King of Hearts, (Mr. Hulthen).

Won by two lengths; four lengths. Time—2:39 4-5.

Pari-mutuel—for win, $89.00; for place, $21.80; $34.00; $6.90.

Cash sweep—first, 642; second, 891; third, 856; unplaced—893, 299, 164, 750, 896, 728, 26, 850, 465, 614 and 753.

7.—The Welcome Plate.—Value 300. 2nd pony $100. 3rd pony $50. For China ponies that have run and not won a race at this official meeting. Weight for inches as per scale. Ponies placed more than once at this official meeting, 3 lbs. extra. Winners on Off Day excluded. Jockeys who have not won a race at this official meeting, allowed 5 lbs. in addition to the usual Jockey allowance. Three-quarters of a mile.

	lbs.
Mr. Day's bay Desertland, (Mr. C. R. Burkill)	158—1
Mr. McBain's bay Golden Feather, (Mr. J. Johnstone)	155—2
Mr. G. D. Coutts' grey Briggins, (Mr. Heard)	158—3

Also ran: Asama, (Mr. Nagai), Merrysand, late Dunmore, (Mr. H. F. Hu), The Dean, (Mr. E. S. B. Rowe), Rightaway, (Mr. Springfield), Tyrant, (Mr. T. U Yih), Railway, (Mr. J. Liou), Jomsborg, (Mr. F. Braad-Sorensen), Portobello, (Mr. J. E. Cameron), Triumphant Star, (Mr. W. Hill), Bonanza, (Mr. E. Toeg), Avant Garde, (Mr. S. P. Ma), Persianlight, (Mr. Hulthen) and Yorkshire, (Mr. Crokam).

Won by many lengths; a length and a half. Time—1:39 3-5.

Pari-mutuel—for win, $14.00; for place, $7.60; $8.60; $18.90.

Cash sweep—first, 715; second, 191; third, 326; unplaced—640, 127, 416, 926, 90, 425, 842, 820, 65, 626, 833, 750 and 471.

8.—The New Year Handicap.—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have started at this official meeting. Weights will be published on morning of the race. One and a quarter miles.

	lbs.
Mr. John Johnstone's grey Colinton, (Mr. Johnstone)	150—1
Mr. Day's brown Trustland, (Mr. C. R. Burkill)	155—2
Mr. Vigilant's chestnut Twenty-two Carat, (Mr. C. T. Chu)	155—3

Also ran: Yellow Diamond, (Mr. T. U. Yih), Scalla, (Mr. Crokam), Victoria, (Mr. Liou), Sir Lamerock, (Mr. H. E. Morriss), King of Diamonds, late Jack's Folly, (Mr. Hill) and Lanchester, late The Pink'un, (Mr. H. F. Hu).

Won by three lengths; three lengths. Time—2:51 3-5.

Pari-mutuel—for win, $14.30; for place, $6.30; $7.40; $12.80.

Cash sweep—first, 733; second, 756; third, 780; unplaced—811, 870, 458, 372, 135 and 504.

9.—The Mafoos Race.—Value $60. 2nd pony $30. 3rd pony $10. For China ponies that have run at this official meeting and not won a race. Winners on Off Day barred. Weight 140 lbs. No whips or spurs allowed in this race. One and a half miles.

Mr. Tah Yuen's chestnut South Star	1
Mr. O. R. L.'s September Morn, late Daybreak Dahlia	2
Mr. Meguro's black Kirishima	3

Also ran: New Star, Runaway, Silver Star (late Glenwood), Justification, Nativeland, L'Aisne, The Kangani, Kington, Roseway, Wild Cat and Le 75.

Won by three-quarter of a length; many lengths. Time—3:31 3-5.

Pari-mutuel—for win, $50.70; for place, $15.80; $30.40; $11.30.

Cash sweep—first, 376; second, 961; third, 366; unplaced—530, 151, 875, 800, 897, 1,000, 499, 754, 769, 386 and 537.

British Billiard Title Is Won By Mr. S. H. Fry

(Reuter's Agency War Service)

London, February 13.—In the Amateur Billiards Championship Mr. S. H. Fry beat the holder, Lieut. Graham Symes, by scoring 2,000 points to 1,729.

EACH BASEBALL CLUB TO HAVE 18 MEN

Lowering Of Player Limit Recommended For Baseball In 1919

Chicago, November 16.—Eighteen players will be sufficient to win a major league pennant next year, if baseball is resumed and the recommendations agreed on at a meeting of the National Baseball Commission here today are accepted by the American and National leagues at their annual meetings next month.

President Johnson of the American league and August Herrmann, chairman of the commission, were participants in the conference which had to do with some left-over commission cases in addition to a discussion of the methods necessary to restore baseball in 1919.

The suggestion of a player limit of 18 men for the major leagues when their schedules are resumed, is in line with the retrenchment that is believed necessary during the process of reconstruction, both in the sport and management of the game. Lowering the play limit from 25 to 18 men will mean the elimination of "specialists", and the employment of more all-round players.

NAPOLEON LAJOIE QUITS BASEBALL

Game's Brightest Luminary For Twenty Years Announces His Retirement

Cleveland, December 27.—Napoleon Lajoie, for twenty years conceded to be one of the brightest luminaries of the major leagues, announced his retirement from professional baseball tonight. For many years he was considered the leading second baseman.

Last season Lajoie managed the Indianapolis team of the American Association. Only once in his twenty-three year's career on the diamond did Lajoie belong to a pennant winning team. That was in 1917, when he managed the Toronto team of the International League.

Lajoie was manager of the Cleveland American League team from 1905 to the latter part of the 1909 season. In 1908 his team lost the pennant to Detroit by half a game. He started his major league career with the Philadelphia Nationals as first baseman and outfielder and jumped to the Philadelphia Athletics when the American League was organised.

A restraining order preventing him from playing in Pennsylvania caused Lajoie to be sold to Cleveland.

Four times Lajoie led the American League batters and four times he managed to make more than 200 hits. During his twenty-one years in the major leagues Lajoie collected 3,243 base hits for a grand average of .338 and scored more than 1,500 runs. He accepted more than 14,000 fielding chances, making only 502 errors, his grand average at first, second and third bases, short stop and the outfield being .966.

Lajoie retires from baseball to take care of his interests in an automobile tire manufacturing company. He was to have come to Brooklyn last season, but insisted on being permitted to go to Indianapolis as manager. His regime there was not regarded as successful.

Socony Defeats Club Team Again

(Continued from Page 2)

because they were down and by means of a determined offensive scored.

For the winners the forwards were very fast in the first half though they slackened down in the second while the defense worked hard and thus kept the Police forwards back time after time. J. Robertson for the Police played a hard game but received little support. The defense also worked very hard, more especially in the second half, and thus prevented the St. Xavier's from adding to their scores. Mr. Landers refereed the game and was fair in his decisions.

St. Xavier's 2nd XI Wins Easily

The Second League match between the Willows and the St. Xavier's 2nd XI took place yesterday afternoon at the Hongkew Recreation ground and resulted in a decisive win for the St. Xavier's boys, who scored no less than 16 goals before the final whistle was sounded. The forwards were chiefly instrumental in placing the ball in the net eight times in the first half and aided by the halves in the second half repeated this performance. It is impossible to single out any of the winning team for mention, as they all played well. For the losers, the Villas brothers and A. Sequeiras also the left back worked hard and cannot be blamed for their defeat.

Second League Game Protested

The second league match between the Shanghai Recreation Club second eleven and the Jewish Recreation Club took place yesterday afternoon at the Recs ground and resulted in a win for the homesters by the score of 3 to 0. Before the game commenced, however, the captain of the Jewish Recreation Club notified the referee and the opponent captain that his team was playing under protest, as the Recs' team consisted of first league players. The game was accordingly played and the result, as well as all the details, will be submitted to the League Committee for pompt adjustment. Mr. J. Wade acted as referee.

JUST ARRIVED

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A French Remedy for all Irregularities. These pills (Apiol & Steel) are Martin's within the boxes, and when all female irregularity of the System is likely to occur they should be administered. Those who use them recommend them; hence their enormous sale. Of all Chemists and Stores, or post free 5/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH.....dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	22.00
SOOCHOW.....dep.	..	9.41	11.22	12.20	14.55	18.15	19.23	1.08
WUSIH.....dep.	..	10.31	12.24	13.41	15.54	*19.27	20.27	2.10
CHANGCHOW...dep.	6.50	11.22	13.16	15.03	16.48	..	21.35	3.10
TANYANG.....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG.....dep.	9.16	12.52	14.55	17.17	18.22	..	..	5.06
NANKING.....arr.	11.19	14.15	*16.35	19.20	19.50	..	..	6.50
PUKOW.....dep.	..	..	18.20			..	..	..
TSINANFU.....dep.	..	..	17.46			..	..	..
TIENTSIN arr.	..	..	6.00			..	..	..
CENTRAL dep.	..	..	7.20			..	..	..
PEKING.....arr.	..	..	10.20			..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
PEKING.....dep.	..	..	16.45			..	..	..
TIENTSIN arr.	..	..	19.30			..	..	..
CENTRAL dep.	..	..	21.45			..	..	..
TSINANFU.....dep.	..	..	8.15			..	..	..
PUKOW.....arr.	..	..	6.00			..	..	..
NANKING.....dep.	..	..	*7.25	8.00	11.45	*14.20	15.35	23.00
CHINKIANG....dep.	..	..	9.00	10.10	13.30	16.06	18.16	1.00
TANYANG.....dep.	..	..	9.56	10.59	14.12	16.41	19.08	..
CHANGCHOW...dep.	7.00	..	10.34	12.18	15.08	17.39	20.20	3.06
WUSIH.....dep.	8.15	7.10	11.28	13.36	16.00	18.29	..	4.11
SOOCHOW.....dep.	9.35	8.08	12.23	14.54	17.01	19.24	..	5.12
SHANGHAI NORTH.....arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.00

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	19.55	21.30
KIANGWAN dep.	7.17	8.37	11.17	13.42	15.07	16.47	18.37	20.2	21.57
SHANGHAI NORTH .. arr.	7.25	8.45	11.25	13.50	15.15	16.55	18.45	21.30	22.05

SHANGHAI NORTH..dep.	8.10	7.30	10.05	12.25	14.00	15.30	17.50	19.10	20.48
KIANGWAN dep.	8.21	7.41	10.16	12.35	14.11	15.41	17.41	19.21	20.58
WOOSUNG FORTS..arr.	8.45	8.05	10.40	13.00	14.35	16.05	18.05	19.45	21.30

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Songkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yekrah ..... dep.	8.48	11.05	13.15	15.50	....	17.53	....	....
Changan ..... dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yekrah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kasking ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 30	11.35	14.05	....	17.12	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kienshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kienshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

In the Good Old Days

1. "MISTER JAY YOU'RE OUR BEST LITTLE NEWS PEDDLER I WANT YOU TO SPREAD IT AROUND THAT I WANT ALL THE PASSENGERS TO PUT ON THEIR BEST CLOTHES AND TO FIX UP GENERALLY WE MAY TOUCH LAND ANY DAY NOW AND I WANT THEM TO LOOK THEIR BEST"

CAPTAIN ADMIRAL NOAHS

2. "I GUESS NOAH'L BE MIGHTY PROUD OF ME WHEN I'M FINISHED!"

"DO YOU WISH A HIGH POLISH?"

"WE MIGHT HAVE HAD THEM FIXED UP RED WHITE AND BLUE!"

"YOU WONT KNOW YOUR OLD SPOTS AFTER WE FINISH THIS RETOUCHING JOB!"

"I'D LIKE TO HAVE DONE YOU LIKE A BARBER POLE!"

4. "I WANT MY WHISKERS TRIMMED! AM I NEXT?"

"YOU ARE!"

"MY TAIL NEEDS CURLIN' AWFUL BAD BUT I'LL GIVE YOU MY TURN!"

"HOW ANNOYIN' BUT WON'T YOU ACCEPT MY SEAT?"

"AW, I'LL LET MY EAR TRIM GO TILL ANOTHER DAY!"

"AW SHUCKS!"

BENNY BRUIN FIRST CLASS BARBER

"Y-Y-YES!"

"GO AHEAD! HE'S A BIG STRIPED BLUFF!"

5. PRESSING AND CLEANING NEATLY DONE

"SAY, KIN YOU SPONGE OUT A FEW OF MY SPOTS?"

"WAIT 'TILL I PRESS MR MAGPIES TAIL!"

"CUT THE GAB AN' TEND TO YER IRON!"

"CAN YOU IRON OUT A FEW OF THESE WRINKLES IN MY CLOTHES?"

"WE WANT OUR DRESS CLOTHES PRESSED."

"WE WANT OUR PANTS PRESSED!"

"I WANT A FEW OF THESE LINES IRONED OUT"

6. BEAUTY PARLOR Madame Jaguar

"I WANT EVERYTHING DONE!"

"HEAVENS!"

"SHE NEEDS IT AND MORE!"

"OUCH!"

7. "QUIT YOUR NOISE OR I'LL SPEAK TO YOUR FATHER!"

RIBBONS TO-DAY

"I DONT WANT THIS OLE RIBBON ON MY NECK!"

WAIT HERE WHILE MAMMA GETS YOU SOME RIBBON!"

"I DON' WANT IT! I WANT PEANUTS.

8. "WE'VE HIT SOMETHING!"

"IT MUST BE LAND!"

"BRING ME MY ADMIRALS CAP AN' A ROPE LADDER! I'M GOIN' ASHORE AN' PREPARE FOR OUR LANDING!"

9. "IS THIS ALL THE LAND THERE IS?"

"YES IT IS AN I'LL TROUBLE YOU TO KEEP YOUR OLE BARGE FROM BUMPIN' INTA MY NEST!"

"SHOVE OFF!"

SWINNERTON